



Port of Klickitat

Port History

an
Annotated Chronology

Klickitat County Port District No. 1

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Executive Director

November 12, 2006

Port of Klickitat The First 25 Years – An Annotated Chronology

Introduction

The Port of Klickitat and its neighboring port districts on the Mid-Columbia River came into existence in the wake of Bonneville Dam construction (1933-37). Bonneville was the initial project in the series of dams eventually built on the Columbia. Its construction stemmed from the transmittal of the first “308 Report” to Congress by the Secretary of War, Patrick J. Hurley, on March 29, 1932. The stated purpose of the report was ‘the formulation of general plans for the most effective improvement of the [Columbia] river for the purposes of navigation, and the prosecution of such improvement in combination with the most efficient development of the potential water power, the control of floods, and the needs of irrigation.’

Navigation was of particular importance to the Mid-Columbia, where the obstruction of rapids had only been partially mitigated by locks and canals at Cascade Locks and The Dalles. As the report noted, ‘the present commerce on the middle section is unimportant, but there is every reason to anticipate a substantial commerce with large transportation economies if the river is improved for efficient and economical barge navigation.’ President Franklin Delano Roosevelt underscored this point during his August 1934 visit to the Bonneville construction site. In a speech delivered there, he said that ‘I hope it will be found the part of wisdom to install ship locks in this dam at this time, so that navigation may be extended to the interior.’

Roosevelt’s lobbying on behalf of a ship lock has been credited with influencing the U. S. Army Corps of Engineers to alter the dam’s planned lock dimensions of 56-foot wide by 360-foot long (with a 9-foot sill depth) to 76 X 500 feet, and a sill depth of 27 feet. The stage was set for port facility development under the aegis of the U.S. Army Corps of Engineers, with project participation by the respective Mid-Columbia port districts. One of those was Klickitat County Port District #1, approved by County Commissioner District #1 voters in the general election of November 1944.

Chronology

1944

- 09-30-1944 Certificate of Sufficiency to petition for port district filed with Klickitat County.
- 10-02-1944 Port district hearing to determine boundaries (less than the entirety of Klickitat County) advertised in Goldendale *Sentinel*.
- 10-16-1944 Vote to form a port district authorized by Klickitat County.
- 11-01-1944 Hearing on formation of port district within boundaries of county commissioner’s district #1 held at Goldendale. Klickitat County Port District #1 is approved for inclusion on the November 7, 1944 general election ballot. The port is to be organized as three districts, with commissioners representing each district: District #1 (Bingen, White Salmon, Columbia and Burdoin Heights); District #2 (Lyle, Klickitat, Hartland, North Dalles, Wahkiacus and Appleton); District #3 (Fruit Valley, Husum, Trout Lake, Laurel, Glenwood and Major Creek).
- 11-20-1944 County commissioners officially recognize successful outcome of Klickitat County Port District #1 vote and its specific results. The elected commissioners for Districts 1-3, respectively, are Leon D. Killian, Homer H. James, and S. F. Wnuk. Length of terms (all initially four years) and timing to general elections is recorded.

1945

- 01-12-1945 *Mt. Adams Sun* newspaper headline announces “Port Commissioners Take Oath.” This was in accord with the direction that port commissioners ‘shall take office on the second Monday in January following their election.’
- 04-16-1945 *Mt. Adams Sun* reports that “Fire Destroys Pole Plant Monday.” The Twin Harbors Lumber Company operation, a WWII defense production plant was consumed by fire, along with the neighboring Nordby Lumber and Box Company office. Port district records were among the fire losses.
- 05-12-1945 Port meeting minutes note earlier fire loss of port records and record election of Homer James as commission president and Leon Killian as secretary. Meetings on the second Monday of every month approved.
- 07-11-1945 Port files first budget (Resolution 1-45) with Clerk of the Board of Klickitat County Commissioners. The budget is based on a tax levy of 2 mills per dollar of assessed valuation on property within the port district. The 2-mill tax levy provides ‘sufficient evidence that the Port district will construct, maintain and operate suitable public terminal facilities to justify the improvement by Corps of Engineers, United States Army.’
- 12-10-1945 Port meeting minutes note that Bingen Point is favored as a location for a Corps of Engineers’ proposed barge channel, due to its protection from Gorge winds. Bingen Point, part of the present Port of Klickitat holdings, was located in the parcel referred to as Bingen East, and was not under Port control at that time. Initial property purchase and development occurred in the parcel known as Bingen West, near the Hood River toll bridge. Starting in 1952, 126.49 acres were acquired.

1946

- 02-26-1946 U. S. Army Corps of Engineers recommends modification of Columbia River improvement project to include ‘a barge channel to the waterfront at Bingen, Washington...provided local interests furnish free of cost to the United States all rights of way, agree to maintain depths in the mooring basin, and to construct, operate and maintain necessary mooring facilities in the basin.’ Congress authorized funding for the cooperative harbor project later in 1946.
- 11-04-1946 Port commissioner Homer James receives notification of his election, at the October 25, 1946 meeting of the Inland Empire Waterways Association meeting, ‘to the office of regional county vice president for Klickitat County.’

1947

- 05-12-1947 Harold Harris replaces Leon Killian on the Port Commission.
- 12-09-1947 Port minutes record proposed port at North Dalles (Dallesport) by parties from The Dalles.

1948

- 11-16-1948 R. J. Bates Jr. and Oscar Wallace are newly elected commissioners, replacing Harold Harris and S. F. Wnuk.

1950

- 09-15-1950 Deane R. Nichols fills the commission vacancy left by Commissioner Bates departure.

12-18-1950 Joe Crowe is a commissioner-elect, replacing Oscar Wallace.

1951

1952

- 02-23-1952 Discussion on employing a Port manager results in Resolution 1-52, the hiring of Deane R. Nichols as the first Port of Klickitat manager. Port commissioners approving the position are Homer James, Roy Cain (Nichols' Commission replacement) and Joe Crowe.
- 03-03-1952 Manager Nichols discusses cooperative efforts with The Dalles Port District, and is encouraged to seek membership in Northwest Rivers and Harbors Congress and Washington State Public Port Authorities Association.
- 04-24-1952 Port officially adopts 'a Comprehensive Scheme of Harbor Improvement within the Port District' (Resolution 3-52). The Comprehensive Scheme is centered on (1) 'acquisition by purchase or condemnation' of described lands within Section 30, Township 3 North, Range 11 (Bingen West) and (2) 'the dredging of a channel...in accordance with the approved plan of the Department of Army Engineers.' A variety of port facilities are described in the Scheme, but the emphasis is on 'storing and transporting of logs, lumber and other wood and forest products and by-products and freight.'
- 08-04-1952 \$6,000 in vouchers approved for purchase of the Hearn & Thompson properties in Bingen West.
- 09-02-1952 Nichols resigns as Manager, but returns in November 1952 as a Commissioner.
- 12-09-1952 Roy H. Cain acting as Secretary/Manager for Port of Klickitat.

1953

- 01-23-1953 A. C. McCormick replaces Joe Crowe on the Port Commission.
- 1953 The first barge channel is dredged at Bingen West 'from the main river to the harbor area, 2000 feet length, 200 feet wide and 10 foot depth at low water.'
- 05-12-1953 Don Reed, Jr. succeeds Deane Nichols on the Port Commission.
- 07-14-1953 Port of Vancouver representatives confer with the Port of Klickitat on barging lumber to Vancouver for overseas shipment. Vancouver encourages transportation as a Port priority, with industrial development secondary. Roy H. Cain is officially Port Manager.
- 08-11-1953 Eversole property in Bingen West is purchased by the Port for \$15,000.

1954

- 03-09-1954 The Port owes \$42,000 for dredge and filling work performed by General Construction in 1953.

1955

- 01-11-1955 Seaton and Sprague property (Bingen West) purchase authorized for \$4,175.
- 04-27-1955 N. W. Haner Company presents plans for Comprehensive Scheme, expressing preference for Bingen East property 'as being the best and cheapest for a long time proposition.'

05-04-1955 N. W. Haner & Associates issue Comprehensive Scheme of Development for Klickitat Port District No. 1. The report describes dredging and filling activity for the log handling facility at Bingen West and notes ‘that its full utilization will be dependent on adequate protection from the strong westerly winds to which the area is exposed.’ Haner recommends a focus on logging-related port infrastructure and development of a small boat marina. Bingen East is mentioned as a site to ‘be acquired by purchase or condemnation.’ Dallesport North Site receives mention as a location with access issues tied to dam construction at The Dalles. Haner concludes that ‘there is no present justification for development of Dallesport North.’

1956

01-04-1956 Lumberman Wallace E. Stevenson expresses opinion favoring development of local industry over log rafting and transportation, at January commission meeting.

02-08-1956 Port commissioners vote to initiate property price inquiry of Bingen East property owners. From this time forward, further development of Bingen West is seen as increasingly unattractive.

03-15-1956 Columbia River Development Association organized after Port of The Dalles submits Articles of Association for Upper Columbia River Development Association on March 7, 1956. Port of Klickitat is one of nine members, six of which are Mid-Columbia port districts.

11-13-1956 Oliver P. Kreps is elected as Port commissioner, replacing A. C. McCormick.

1957

02-12-1957 Washington House Bill No. 144 seeks to raise an additional 2 mills for acquisition and development of industrial sites. The resulting act is codified as the amended RCW 53.36.100 and ‘provides that a port district having adopted a comprehensive scheme of harbor improvements and industrial developments may raise revenue...by an annual levy not to exceed 2 mills on each dollar of assessed valuation of the taxable property in the district.’ RCW 53.36.100 limits the levy to six successive years.

03-12-1957 R. T. Anderson joins Port commission, replacing Commissioner Reed, who had resigned on 2-26-57, citing his position opposing further Bingen West expenditures.

07-28-1957 Recommended purchase of Duncan property in Dallesport cannot take place, because the Comprehensive Scheme does not include Dallesport property outside of Spearfish location.

08-13-1957 Comprehensive scheme amended, after a public hearing, to include greater Dallesport for future land purchases.

1958

02-11-1958 K. C. Langfield replaces Roy H. Cain (resigned December 30, 1957) as Port manager.

04-22-1958 O. R. Kreps appointed to Port commission, replacing R. T. Anderson.

07-08-1958 Port orders copies of *Mid-Columbia Golden Gorge* industrial brochure, offered by Columbia Ports Traffic Bureau, featuring upriver ports.

07-10-1958 Commissioner James, Manager Langfield and Port attorney Edward P. Reed meet with Port of Tacoma manager Marcus E. Anderson for advice and discussion of port financial

and development issues.

- 09-23-1958 Following a public hearing on September 9, 1958, the Port of Klickitat adopts Resolution 4-58, ‘amending the district’s Comprehensive Scheme of Harbor Development and creating a special fund to be known as Industrial Development District Cumulative Reserve Fund, pursuant to the provisions of RCW 53.36.100, laws of the State of Washington.’ The industrial development district’s boundaries are coincident with the parcel known as Bingen East, which is also designated as ‘marginal lands’ for acquisition and reclamation by the Port. With this resolution, Bingen East becomes the focus of future development.
- 12-08-1958 Port prepares purchase and development estimate for tracts in Bingen East Industrial District. Tract 1 encompasses 152 acres and is comprised of parcels owned by the Bartholomew Estate, Luella B. Leathers, Mount Adams Forest Products and Mount Adams Loggers Association. Tract 2 consists of 81 acres owned by John and Ruth Dickey. 4,567,498 cubic yards of fill are required to bring the property to development elevation.

1959

- 1959 Inland Empire Waterways Association Resolution 34, passed at their meeting in October, calls for Federal funding of the Bingen Harbor Project, in accordance with the 1946 Congressional authorization. Planning funds were added to the 1959 Federal Budget appropriation.
- 10-27-1959 \$13,000 purchase of 62-acre Leathers property agreed to by Port and Leathers representatives.

1960

- 04-22-1960 Washington State Public Ports Authorities Association reorganizes as Washington Public Ports Association, and Commissioner Homer James is named as a trustee.
- 08-11-1960 Corps of Engineers field crew performing preliminary work on Bingen Channel project.
- 10-25-1960 Mt. Adams Forest Products land purchase approved, after contact with Small Business Administration ‘cleared the way for the peaceable purchase of their marginal lands’ at Bingen Point. Mt. Adams signs the agreement on November 8, 1960, receiving \$211 per acre for 39 acres.
- 12-27-1960 Bartholomew land deed forwarded to Klickitat County Title Co. for recording. The Bartholomew heirs receive \$211 per acre for 7 acres and \$527.50 an acre for 3 upland acres.

1961

- 01-24-1961 Mt. Adams Loggers Association agrees to sell marginal land. They retain 7 acres, while the Port obtains the remaining 32.
- 02-28-1961 Corps of Engineers advises ‘extreme end of east Bingen tract, adjacent to the Dickey dike’ for barge channel location.
- 10-25-1961 Tenneson Engineering ‘engaged to prepare project specifications’ for low dike and temporary road at East Bingen location.
- 11-28-1961 Duhrkop and Wallace bid of \$9,524.50 is accepted for low dike and temporary road

work, a task that they finished by February 7, 1962.

1962

- 02-13-1962 John Dickey ‘will deed the small triangular tract at the (barge) channel entrance’ to the Port. The Dickey parcel covers 1.2 acres.
- 03-13-1962 Harold L. Hull awarded land clearing project at \$149.50 per acre. Tenneson Engineering invoices the Port for \$6,506.05 for project specifications work.
- 03-27-1962 The Port Commission passes the Bingen Barge Channel Resolution (1-62), clarifying theirs and the Corps of Engineers’ role in developing the barge channel, turning basin and associated improvements.
- 04-13-1962 Low Dike section B work awarded to Duhrkop and Wallace for \$12,804.50.
- 04-10-1962 Comprehensive Scheme of Development is altered (Resolution 2-62) to conform ‘with revised and approved plans of the Corps of Engineers and Port Commission,’ regarding development of East Bingen.
- 04-10-1962 John Dickey signs temporary spoil disposition permit for protection and fill and executes deed for entrance channel land. The Port notes that ‘all phases of this transaction are completed.’
- 06-05-1962 Corps of Engineers opens bids for dredging barge channel and turning basin. The work is awarded to Willamette Tug and Barge.
- 08-28-1962 Dry fill is completed in Area A (Dickey land) and 61,000 cubic yards of fill have been deposited in Area B. Port minutes state that ‘the dredge has cut through the neck of land and is operating in the old lake.’
- 10-23-1962 With work mostly completed, 34,106 cubic yards have been dredged since September 10, 1962 (at a cost of .32 per cubic yard). An additional \$900 for shore work is also incurred.
- 11-27-1962 Ledge rock in northeast corner of barge turning basin to be removed
- 12-28-1962 Harold L. Hull to be paid \$381.33 per acre for land grubbing in Unit B spoil disposal area. Land clearing and burning complete by 4-23-1963.

1963

- 03-12-1963 Port accepts Duhrkop and Wallace bid of \$16,776.25 for construction of high dike B. Port also accepts Tenneson estimate of \$5440 for west bank Unit A work.
- 04-09-1963 Leon Berry, Port Auditor since 1946, is to be compensated for the first time ever, at \$25 per quarter.
- 05-14-1963 Bank protection in Unit A ‘completed with the exception of several small work items.’
- 06-11-1963 Port seeking Federal Department of Commerce construction grant to help finish dredging, dike A, and marina work.
- 07-09-1963 Total cost of high dike B is \$34,498.02.
- 07-23-1963 Port authorizes ‘proposed development plan based on the full borrowing capacity of the

port district, plus a Federal matching grant to accomplish dredging of northwest corner of the new harbor, complete construction of dike A and road to elevation 91 feet, and construct a boat marina.’ The \$185,000.00 Port borrowing capacity will be utilized through issue of general obligation bonds.

- 07-23-1963 Corps of Engineers’ contract dredge is removing ledge rock by ‘using a giant spud to break the rock’ as opposed to drilling and blasting.
- 09-24-1963 Rock ledge work nearly complete and ‘rock has been stockpiled on east disposal area.’
- 10-08-1963 Bingen Harbor project costs are estimated at \$363,245.00. The Comprehensive Scheme of Development is to be amended to include construction of its associated improvements
- 11-12-1963 Resolution 3-63 amends the Comprehensive Scheme ‘to provide for construction of additional improvements in East Bingen area’ (dike A and its road, marina dredging and facility construction, barge dock, and additional dredge and fill work).

1964

- 01-28-1964 Willamette Tug and Barge estimates 80,000 cubic yards of material to be dredged in northwest corner. \$40,000.00 is the estimated cost.
- 02-11-1964 Corps of Engineers states that it ‘has done all the work for the Port at Bingen that has been authorized by Congress.’
- 03-24-1964 D. R. Montgomery bid of \$9882.50 accepted for rock removal and land leveling in East Bingen. The price is lowered by \$1500, with the deletion of work west of the access road.
- 08-11-1964 Port agrees to sell 3.05 acres of surplus East Bingen land to SDS Lumber for \$450 an acre. The sale is formalized as Revised Resolution 2-64 on August 23, 1964.
- 12-21-1964 Blockage on Jewett Creek leads to extensive flood damage on the Port’s West Bingen property.

1965

- 01-30-1965 A second flooding of West Bingen occurs, when a dam breaks above White Salmon.
- 02-23-1965 An estimated 10,716 cubic yards of debris clog the West Bingen marina. Port seeks disaster assistance.
- 03-28-1965 Port agrees to sell to SDS ‘property east of Jewett Creek (5 acres) and interest in the offshore island for \$70,000.00 cash,’ 35.1 acres in all.
- 05-25-1965 Resolution 5-65 amends the Comprehensive Scheme to reflect sale of property to SDS.
- 07-27-1965 John J. Winn, a port consultant (formerly general manager of the Port of Portland), is hired to evaluate the West Bingen Port property.
- 09-14-1965 Corps of Engineers land adjacent to The Dalles Dam is under discussion for Port acquisition.
- 11-09-1965 Resolution 9-65 formally authorizes sale of land to SDS.

11-23-1965 Draft of plan for land acquisition and port development at Dallesport is being prepared.

1966

04-12-1966 Port commissioners engage Tenneson Engineering to ‘prepare an application for Federal assistance under the Public Works and Economic Development act of 1965 for the Dallesport project.’

06-14-1966 Dike A and its floodgate reach an eventual cost of \$8636.42.

06-28-1966 Port commissioners vote to form an Industrial Development District at Dallesport.

07-12-1966 The Corps of Engineers reports that ‘the Port’s application of December 21, 1965 is approved for purchase of the surplus government land at The Dalles Dam.’

08-09-1966 Resolution 4-66 approves the advertisement of Port property west of Jewett Creek for sale: ‘This comprises the former Seaton & Sprague and the remainder of the Eversole tracts and includes the 9 acres of industrial land.’

08-23-1966 SDS offers the only bid for the Port’s West Bingen land. Port minutes note that ‘the bid of SDS Co. of Bingen for \$55,002.00 for the purchase of the real property as advertised be accepted and approved.

09-12-1966 An Economic Development Administration (EDA) grant application is approved for submittal by the Port.

1967

06-27-1967 The Magnesium Project, a proposed tenant for Dallesport, indicated that they ‘may not accept this site for their proposed plant.’ The EDA grant is imperiled.

12-01-1967 Port meeting minutes record the death of Commissioner Homer James, on November 24, 1967. He had served as commissioner since the inception of the Port, more than twenty-two years earlier.

12-28-1967 Lawrence Tidyman takes the oath of office as a Port commissioner.

1968

03-26-1968 Resolution 2-68 amends and expands the boundaries of Industrial Development District #2 ‘to provide for the acquisition of power line easements essential to industrial development in the Dallesport area.’

05-14-1968 The Dow Company expresses ‘interest in evaluating the (Dallesport) site, which will take about one year.’ The Port Commission approves depositing \$8,400.00 in escrow for ‘40 acres of land and power line easement under option to purchase’ from the C. T. Smith estate.

05-28-1968 Economic Development Administration is willing to reactivate the Dallesport grant application.

07-23-1968 Eugene Dennis offers to grant a power line easement through his Dallesport property for \$15 an acre.

11-12-1968 K. C. Langfield formally retires as Port manager and is replaced by acting manager Clarence Irwin. Early placement of the Eddins property in escrow is discussed.

1969

- 02-11-1969 Port accepts EDA grant offer of \$2,073,000.00 for Dallesport project.
- 08-12-1969 The Port votes to take up ‘the option on the C. T. Smith property at once.’ \$17,480.00 is deposited in escrow on August 26, 1969, for ‘87.4 acres of Dallesport property, pending and conditioned on clearance of the estate of C. T. Smith.’
- 12-09-1969 Payment of \$105,000 for 374.66 acres is authorized by the Port, for ‘land adjacent to The Dalles Dam at Dallesport presently owned by the Corps of U. S. Engineers.’

1970

- 12-23-1969 Port Commission votes to continue ‘Port policy of annually converting a portion of Dike A (Bingen) into a more flood resistant structure...and that the work to be done under the supervision of John Dickey.’
- 01-13-1970 Port Manager ‘reported consideration being given to formation of townsites above the State Highway in the Dallesport area...he expressed concern about the various effects and requirements of such a proposal.’
- 01-27-1970 Port Engineer (Tenneson) authorized to call for bids on Dallesport Phase 1 work: ‘Land leveling involving 150,000 yards of material; Placing of base and erosion control rock; Construction of railroad siding; Construction of a potable water supply, a minimal sanitary facility, and necessary underground pipe work and road work; Construction of Site I warehouse.’
- 02-10-1970 Engineer ‘proposed to set up the leveling and placing of base rock on 5-6 acres on which Dow will commence construction as Item 1 of the Plans and Specifications for Phase 1 construction’ at Dallesport. May 1 completion ‘is necessary to qualify the work for EDA financing.’
- 02-24-1970 Resolution 3-70 is adopted, ‘authorizing the Attorney to proceed with advertisement for bids and other legal steps required for sale of 9.02 acres of Dallesport property.’
- 03-17-1970 At Bingen, ‘construction underway at the marina was reported on picnic table wind breaks and landscaping with trees and shrubs.’
- 03-19-1970 Bids for Dallesport Phase 1 work opened at special session of the Port Commission. Vernie Jarl, of The Dalles, is awarded the contract, with a low bid of \$502,085.78.
- 03-31-1970 Resolution 6-70 authorizes sale of 9.02-acre Dallesport parcel to Dow Chemical. Port also exercises option on 225-acre Fred Smith land at Dallesport and approves ‘the payment of the initial \$3000 on the property.’
- 04-28-1970 Dow Chemical bid of \$10,000 for 9.02-acre parcel is accepted. Improvements to the land ‘totaled approximately \$75,000,’ but Dow was responsible for 40% of the improvements, while the remaining 60% ‘will eventually be paid from EDA grant funds.’ Dow also has a 40% obligation ‘for dock and other facilities in the Industrial Park,’ and ‘has presently advanced some \$41,250 on purchase of site property available to other Industrial Park Clients than Dow.’ Port District funds expended ‘is estimated at about \$180.’
- 05-26-1970 Bids for pressurized liquid storage sphere at Dallesport opened, and contract is awarded to Chicago Bridge and Iron Co. for \$296,000.

- 06-09-1970 Change Order No. 2 to the Jarl Construction contract allows for a cost increase, ‘due to laying of certain railroad trackage in Phase I covered by this contract, which had been scheduled for Phase II and a different contract, and also to installation of a State-required slab over a portion of the El Paso Natural Gas line.’ Jarl Construction is also granted a 30-day extension for contract completion, because of ‘the transportation strike, which delayed various materials, and the high winds, which had produced extremely difficult working conditions.’
- 06-23-1970 Bids for three, steel storage silos at Dallesport were opened, with the low bid of \$259,875 by Pittsburgh-Des Moines Steel Co. being accepted.
- 07-14-1970 Resolution 12-70, amending the Port’s Comprehensive Scheme of Harbor Improvement and Development, is adopted, as is Resolution 13-70, ‘authorizing execution of the Agreement for the Furnishing of Facilities and Services with the Dow Chemical Company.’ Changer Order No. 3 provides for an additional \$8,283.36 reimbursement to Vernie Jarl on Phase I work at Dallesport.
- 07-28-1970 Port Minutes note that ‘the work done pursuant to the contract awarded to Vernie Jarl on March 18, 1970 for Earthwork, Water Distribution System, Culvert and Casings, Railroad Spur, Aggregate Surfacing and Wind Erosion Material, and Domestic Water Pumping Station...be accepted as satisfactorily completed.’
- 08-25-1970 The Howard-Cooper Corporation bid of \$60,212 for air compressors at Dallesport Industrial Park is accepted.
- 09-08-1970 The W. H. Gregory Co. of Portland is awarded the contract for construction of ‘the General Mechanical, Bulk Solids Storage and Handling System at Dallesport,’ at a cost of \$552,300.
- 10-13-1970 Port Minutes note that ‘the Engineer was advised by Irv Snyder on October 8, 1970, for Dow Chemical Co. that it was placing the Dallesport project on a “hold” basis until February 15, 1971.’ Reasons cited include ‘inflationary increases in operating and capital costs on the project.’
- 10-27-1970 The Port is assured by the Economic Development Administration ‘that a hold of from 4 to 6 months would in no way jeopardize the Grant funds’ for Dallesport. In connection with the hold, the Port explores contract cancellation costs and passes Resolution 26-70, which allows reinvestment of the Dallesport Project Construction Fund monies. Future resolutions, during the hold period, continue the reinvestment.
- 12-22-1970 The Port Commission approves a request by Rees Stevenson to extend the landfill on Port property at the Bingen Marina.

1971

- 03-09-1971 The Port’s Engineer ‘reported the interest of a Dalles Co-op in warehouse facilities at Dallesport for the storage of cherries, possibly under a five year lease.’
- 03-30-1971 ‘Citing power, natural gas and market conditions as basic causes, Irving Snyder of Dow Chemical advised further suspension of the Dallesport development.’ Snyder also ‘requested that all outstanding contracts and orders be assigned to Dow for financial settlement as soon as possible.’ The EDA is to be advised, and ‘conversations should be started with EDA relative to extension of the EDA grant and to other possible avenues for retaining the grant for Port use.’

- 04-13-1971 Don Agidius, of The Dalles Cherry Growers, ‘indicated interest in a long term (25-35 years) for rather extensive facilities.’ Port Commissioners agreed ‘to proceed with basic requirements and costs for such warehouse.’
- 05-25-1971 Economic Development Administration officials are ‘agreeable to proceeding with the Dallesport Industrial Park development in phases, with EDA reimbursement for the work completed when the phase was finished. This approach would provide a much more flexible base for financing further development at the site.’
- 07-27-1971 Port Commissioners approve preparation and submittal of a lease agreement for cherry storage. The Dalles Cherry Growers ‘are now seeking a 30,000 instead of a 20,000 square foot building.’ EDA approval will be sought.
- 08-10-1971 D. J. Wallace, Economic Development Administration project engineer, gives ‘approval to shift the location of the general warehouse at the Dallesport project and increase the size.’
- 08-24-1971 EDA forwards ‘the Port’s first Grant disbursement request to Washington, D. C. recommending a grant disbursement of \$417,778.’ The Burlington Northern railroad siding that will service the Cherry Growers warehouse will cost \$5,350, ‘which would be refundable in the amount of an allowance of \$10 a car for every car with freight value over \$50 in the next 5 years.’
- 09-14-1971 Based on a low bid of \$243,390 (tax included), Kent, Washington contractor Plemmons Industries is awarded the contract to build the Cherry Growers warehouse.
- 10-12-1971 Port Minutes note a ‘lengthy discussion of the status of the Dallesport project as related to Dow, and a frank exchange of views regarding the obligations of each party.’ At the same meeting, negotiations ‘with Pittsburgh-Des Moines Steel regarding the water tank in the Warehouse Project’ are recorded. The Port hopes to use steel presently owned by Dow and subject to EDA financing.
- 10-12-1971 The Port Manager advised Commissioners of his upcoming attendance at a meeting in Goldendale, ‘regarding the new town concept at Dallesport, which is being revived by some private interests. It is well known that the Dow Chemical Co...does not favor a new town near the site they would use. The Board expressed itself in favor of development and improvement of existing towns in the County rather than starting a new town.’
- 11-09-1971 Port Commissioners adopt a ‘\$4800 single payment method for installation of electric power service for the Dallesport warehouse project.’
- 11-22-1971 Change Order No. 1 for the Warehouse project wins Commission approval. Extension of warehouse siding by 22 feet provides ‘a loading dock facility to handle piggy-back railroad car loading.’ The \$1061 cost ‘would be balanced somewhat by a saving of some \$900 on the roof structure and would provide a facility of general use to the industrial park.’ An additional \$2588 is allowed for upgrade of the warehouse sprinkler system.
- 12-14-1971 ‘Bruce Stevenson was present to discuss the Board’s interest in putting up for public sale some 44 acres of District owned land in West Bingen.’ The Board of Commissioners agreed to determine ‘a reasonable minimum price’ for the Port’s remaining land in the West Bingen area.

- 12-14-1971 The Port Engineer recommended ‘utilizing the existent contract with PDM for tank construction of storage silos, now suspended, for construction of the Phase II water tank at Dallesport.’ The tank would cost \$95,208.75, ‘including erection and painting and placed on a base provided by the Port District.’ This is subject to the approval of EDA, Dow and Pittsburgh-Des Moines Steel.
- 12-28-1971 ‘The Board reviewed previous land transactions and gave careful consideration to a price for 43.96 acres of land in West Bingen, in which SDS Lumber Co. had expressed some interest.’ \$850 per acre is the agreed upon price. ‘The land, by law, can be sold only at public sale. However, the Board felt it would not be in the public interest to incur the costs of a public sale if there is no interest in such minimum bid as the Board might feel necessary to justify sale of the land.’

1972

- 01-25-1972 Port Commissioners approve ‘an extension of \$11,488...to the Plemmons Warehouse contract for construction of the foundation for the site water storage tank.’
- 02-08-1972 ‘The Engineer advised that the Cherry Growers had moved into the warehouse, that Pittsburgh-Des Moines Steel expected to start construction of the Dallesport water tank about February 15, and that railroad work by Burlington-Northern would be completed well before any need by the Cherry Growers.’ Project completion is slated for May 1, 1972.
- 03-28-1972 ‘At an informal meeting...Klickitat County Port Commissioners, representatives of the Yakima Indian Tribal Council, Klickitat County, Regional Planning Council, P.U.D. and the Goldendale Sentinel discussed the feasibility of an Indian fish cannery to handle catches along and adjacent to the Bonneville Pool.’
- 04-11-1972 Port Manager Clarence Irwin submits his resignation, effective April 15, 1972. Manager-elect Alden Webber will replace him at that time.
- 05-23-1972 The Port District favors the sewer project proposed by Bingen, and ‘is in favor of selling the land (1.5 acres) needed for the sewer plant purposes.’
- 07-25-1972 ‘Motion by Lawrence Tidyman, offering acreage at Dallesport to L. J. Frazier for alfalfa production at \$10 per acre per year, without water or improvements, seconded by O. R. Kreps, was passed by a vote of 3-0 in favor.’
- 11-28-1972 Land for the Bingen sewer project is established as .995 acres. Bingen offers the only sealed bid on the tract sale. ‘O. R. Kreps moved to accept Town of Bingen bid for \$3,000 and payment term (after 1/1/1973). Lawrence Tidyman seconded. Vote 3-0 in favor.’
- 12-27-1972 ‘Engineer Branton reported on events, which had occurred at the Dallesport site on December 15. Weather conditions, power failure and possibly other factors caused the new water tank to be emptied and some impairment to the pumping facility. The water discharge through the system-testing nozzle produced a serious washout, which ruptured a water main... repairs had been made and the system was back in operation.’

1973

- 01-23-1973 ‘Northwest Securities representatives made a presentation for a refunding bond and reinvestment in 1985 U. S. Bonds to reduce the payoff burden on the Port 1970 Revenue

Bond (after 1985).’ Savings alternatives under the plan were \$334,080 and \$611,280. Dow Chemical was to be given the same presentation. Attorney Tom Gish ‘asked if this is a usual method in their industry. N. W. Securities reply was that it was available because of recent refunding rules, but they would have to avoid arbitrage. Manager Al Webber asked if the Port could be relieved of all costs. N. W. Securities replied, “Absolutely.”’

- 02-13-1973 The Port Manager ‘reported that a few Indians have built a boat dock on Port property at the East end of Marina Inlet. After discussion the Attorney is to write up a lease calculated at \$400/acre for presentation and negotiation with the Indians involved.’
- 02-27-1973 The Port Commission ‘opened discussion on a request by Leon Berry to withdraw from Port work after his June trip. Manager suggested that the Commission appoint him auditor and bookkeeper to take effect after June and allow time for schooling on double entry books.’ A 3-0 vote approved combining these duties with the Manager’s position.
- 03-13-1973 Lawrence Tidyman is slated to resign his Commission post, ‘because of change in residence in voting district.’ It is suggested he be ‘appointed Auditor, so that the Port can have continued benefit of his input to Port meetings and especially during Dow visits because of his background in the earlier negotiations. Approved by a 2-0 vote.’
- 04-10-1973 Commissioner Tidyman offers his resignation, and William M. Hamm becomes his replacement with the approval of Resolution 19-73.
- 07-24-1973 ‘A phone conversation with Bill Watterworth of Dow revealed that they would come during week of August 21 and they had a project for Dallesport.’
- 08-14-1973 ‘Dow may have a small plant for Dallesport and a meeting has been set up...to talk over their needs. Dow is to request a shift of their loan agreement from Magnesium to Sodium Chlorate. The Port is to request an additional grant of \$750,000 to build water and sewer and waste treatment facilities.’
- 08-20-1973 At a special meeting, Irv Snyder, of Dow Chemical a plant where, ‘they would produce Sodium Chlorate to be used for the bleaching of paper pulp. There would be a unique feature, where the by-product from the bleach process would return to Dow for further processing, thereby reducing the pollution problems for the paper mill.’
- 10-09-1973 Port Commission challenges ‘the price validity’ of the U. S. Army Corps of Engineers’ offer to sell ‘the 4 acre tract at Dallesport that was omitted in the original transaction.’ The \$4,600 offer is deemed too high. Dow Chemical is told that a full Impact Statement will be required for the proposed Sodium Chlorate plant, which will also produce by-product hydrogen.
- 10-23-1973 ‘Catalytic, Inc., represented by George Howard, and an unnamed company, represented by Forest Bennett and Doug Clark of the Dept. of Commerce were picked up at the airport and shown Dallesport sites. They are interested in utilizing the hydrogen output from the Dow Chlorate plant. They would need 15 acres.’ At this same meeting, ‘the Manager’s letter to Dow requesting payment for the land was read, and the Commissioners said it expressed their feelings, but did not think Dow would buy it.’
- 11-13-1973 The Manager reported that ‘the Dow loan is in trouble with EDA now, and is being reviewed for change in scope in terms of the number of jobs and the size of investment.’ In other Dallesport matters, the ‘Corps of Engineers replied to the land price challenge by

refusing to alter the \$1000 per acre price.’ The Board responds by approving a motion to ‘reject the Corps offer to sell the 4.56 acres...on the grounds of too high a price.’

11-27-1973 The Dalles Cherry Growers are ‘interested in moving along on a Port prepared proposal for (a) pitting and brining operation to be located at Dallesport.’ Beatrice Foods is also looking into ‘setting up a cherry finishing plant’ there. The Commission also approves Resolution 32-73, returning the Auditor’s position to Leon Berry.

12-11-1973 The ‘resignation of O. P. Kreps, Jr. was read, and the President said in the years he had been on the board he had learned quite a bit, enjoyed the meetings and there were some times when he had no business leaving his ranch work to attend the meetings. O. R. Kreps, after a long hesitation, moved to accept O. P. Kreps’ resignation, and Wm. M. Hamm found it hard to second, but he did, and a vote of 2-0 carried, with O. P. Kreps abstaining.’

1974

01-08-1974 ‘Clyde Knowles spoke of his favor to the proposition that the Bingen Industrial Park be used as a landfill for Bingen-White Salmon refuse to bring the surface up to building and flood safe elevation. Clyde Knowles also suggested Al Berglin to replace Ollie Kreps, and he said he would also serve if requested. The Commissioners thanked both Clyde & Al for their interest but informed them that they hadn’t had time to think over the situation.’

01-29-1974 A meeting with Dow officials highlighted outstanding issues and positions, regarding potential development, financing, and land marketability. It was noted that ‘the tone of the meeting was entirely amicable and the Port appreciated Dow taking time to travel here and present new business possibilities.’

02-04-1974 Discussion of the appointment of a Commissioner for position No. 3 was the topic of a special meeting. ‘Wm. M. Hamm said he favored O. P. Kreps, Jr. because of his own inexperience,’ and ‘O. R. Kreps said he would rest a little with another member having experience on the Dow agreements. He also appreciated the people that volunteered and they would be considered again at the end of 1974.’ With that, Resolution 5-74 was passed, to ‘approve the appointment of O. P. Kreps, Jr.’

02-12-1974 Dow indicates an interest in approximately 50 acres at Dallesport and ‘sees no reason why we should not go ahead with The Dalles Cherry Growers proposal.’ Beatrice Foods is still interested ‘in a Dallesport plant site. They are developing a source of cherries.’

03-12-1974 ‘The citizens of Dallesport carried a petition to the Port Commissioners to study the possibilities of a sewer and water transmission line from the residential area of Dallesport to the Port’s industrial park.’ The Board discussed the need for this and ‘requested that at least 95% of the users be behind the request for the Port to look into the project.’

03-26-1974 A ‘Land Proposal for Land sales to Dow was presented by the Engineer, in the form of a drawing. The Commissioners decided to withhold the Northerly developed and undeveloped area and a strip of developed land east of the RR siding in the Southerly tract. Total land to be in the initial proposal will be 9.02-acre Dow site, 11.98-acre new area developed to the South, and a 29-acre new area undeveloped to the East.’ The price for the total package is \$331,647.

04-26-1974 The Dalles Cherry Growers project and its associated FHA loan were proceeding, with Department of Labor approval still needed. ‘The Dallesport citizens reported that 72

names had been signed on the petition to the Port Commissioners for a sewer and water study for Dallesport utilizing Port facilities and a transmission line hook-up for the citizens.'

- 05-14-1974 Dow revises their estimate of Port construction costs to \$3,000,000 (compared to the original 1.8 million). The Minutes also report that 'The Dalles Cherry Growers project seems to have gone cold. No work has been received from FHA, but until a strong word comes from the Growers we will not push them. The Growers are not talking or even answering phone calls. Something is amiss, but until we hear more the project is quiet.'
- 06-11-1974 After an extended period of illness, O. P. Kreps, Jr. again submits his resignation, which the Commission regretfully accepts. 'Albin Berglund, who had attended previous meetings and indicated his willingness to serve on the Commission, was nominated by O. R. Kreps to fill position No. 3.'
- 07-09-1974 The Yakama Indian Nation representative Dale Stone 'proposes appropriate land to be leased for Indian use as fish buying stations...where they can have moorage, safe keeping for equipment, ice-making sources to cool fish during transfer periods of up to 3-4 hours and transport. He thought that this would be a tourist attraction and be an asset to the community.'
- 07-23-1974 'Wm. Hamm moved that the Commission approve having the Engineer prepare and file an application with required public notices for a second well to be drilled and equipped for the Dallesport Industrial Park.' The Board approves this by a 3-0 vote.
- 08-13-1974 The Port is reviewing the possible purchase of the Corps of Engineers '4.1 acres on West side of Dallesport Industrial Park. The Manager reported on progress the Port of The Dalles is making with the Corps easement negotiations. They were offered \$3-4 thousand and they said it would cost much more to dike it. There is to be a meeting of the 5 port managers to discuss the subject on August 15.' At the end of the meeting, Port Commissioners 'approve a flower spray for O. P. Kreps, Jr., deceased.'
- 08-27-1974 At Bingen, 'a railroad siding was requested by Caffall Bros. For the purpose of unloading logs for river shipment...some 1500 cars would be unloaded per year at the Mt. Adams Loggers Association dump.' The Commissioners approve preparation of a cost estimate.
- 09-10-1974 'The Caffall Bros. proposal for a rail siding to the log dump was reviewed. The total cost would come to \$301,000.'
- 12-10-1974 'Resolution 20-74 was read and discussed concerning the purchase of 4.56 acres from the Corps of Engineers.' The Board approved the resolution by a 3-0 vote.

1975

- 03-25-1975 'A proposal for a sewer permit application for the Dallesport Industrial Park was made by the Manager, so that a project could be started if grants monies or a client comes along.' The Commissioners authorize 'preparation of design and permit application as contained in the Dallesport Comprehensive Plan.'
- 04-08-1975 'The Corps submitted an approved appraisal dollar amount of the Bingen lands subject to easement, of \$395,000. The Port Engineer was requested to make a study of the costs involved in remedial work required and report before the next Corps session.' Minutes also note receipt of the Dallesport Well No. 2 permit from the DOE.

- 05-27-1975 Port Meeting Minutes review past and present development proposals for Dallesport, ‘in view of the rumors that the Port has priced things too high.’ External market price, financing and location factors impact all listed proposals heavily.
- 06-10-1975 The Board passes Resolution 14-75, which approves ‘the easement sale to the U. S. Army Engineers for the sum of \$500,000.’ The Manager also requests ‘travel expense by charter airplane for the Engineer, Commissioner Albin Berglund and The Manager for a trip made on short notice to Dow Chemical in Pittsburg, California. The purpose of the trip was to present the Port side of negotiations for a proposed land purchase.’
- 07-22-1975 The Port turns down participation in the Dallesport Sewer Project study, citing Dow Chemical’s preference for separate treatment and other factors, including expense and the uncertain outcome of the residential project.
- 08-26-1975 ‘The Manager reported on the possibilities of barges being handled in the Bingen Marina, as it had been projected in the comprehensive plan for many years. The barges would be 210-foot long sea-going type built for heavy duty. The actual handling of the cargo had not been worked out yet, but there were several ideas being worked on.
- 09-09-1975 ‘The Manager reported that the barge proposal had reached testing stage, and it has been proposed that 5 dockings should be sufficient to prove the barging feasibility.’ Caffall Bros. were to conduct the tests, using ‘2 temporary deadman-type tie downs’ and a crane barge for unloading. If successful, ‘a second stage of the program will be put into effect for temporary operation during the period of construction (of a barge dock with bulkhead) and permit time.’ The Minutes stated that ‘the barging logs will be a first in the lower 48.’
- 10-14-1975 ‘The Manager suggested that land be declared surplus at Dallesport for possible sale through the required hearing and advertising legal process.’ At issue were ‘42.22 acres that surround the present Dow site.’ Sale of the land was presented as a method ‘to retire the \$380,000 warrant the now exists on the development costs for the entire 375 acres. The backing that Dow now provides would be removed and the Port would be master of its own destiny on the Dallesport Industrial Park.’
- 10-14-1975 Further discussion of barging in the Bingen Marina highlighted potential problems with bark and debris in the harbor, interference with pleasure craft use and stability of the log boom containing debris. The Port Manager offered the possibility of Bingen becoming ‘a log barging terminal to the Portland area,’ increased jobs and the potential for Caffall to build ‘a manufacturing plant with these logs that would be a boost to the area.’
- 11-12-1975 The Port Commission carries a motion to ‘approve and sign the order to advertise the subject property (Dallesport) in accordance with RCW 53.25.159 and legal description by Tenneson Engineering.’
- 11-25-1975 The Port’s barging operation at Bingen was the subject of a recent Bingen-White Salmon Planning Commission meeting. Public sentiment ‘both for and against barging’ was expressed. Tenneson Engineering representatives ‘spoke of the economic need and that there is no other barge wharf in Washington, from Camas to the Tri-Cities.’ Port Minutes note the potential hindrance of recreational development at Bingen Point, if log barging became the primary activity. A significant point expressed at the Planning meeting was that ‘one or the other would take precedent in 20 or 30 years in the Boat Harbor.’
- 12-04-1975 The only Dallesport land sale bid was opened at a special meeting. Dow Chemical

offered \$142,765. The reading of material included ‘the terms of the Dow/Port agreement of 11/21/75. This agreement clears out all past agreement except for the Revenue Bond. The impact statement of April for a Sodium Chlorate plant accompanied the bid.’ Resolution 27-75 provided Commission approval of the bid and plant plans.

- 12-09-1975 The Bingen barging issue generated considerable discussion regarding the ability of boating to coexist with barging, the need for Dick Caffall to ‘come and talk about his program...it could clear up some things,’ and timing on barge wharf construction. Caffall Bros. had invested ‘about \$100,000’ on the site, up to that time.
- 12-30-1975 Manager Al Webber submits his resignation, offering to ‘continue up to March 1st,’ which the Commissioners accept.

1976

- 02-27-1976 Following interviews with several manager candidates in the intervening months, the Port Commission held a special meeting. Manager-elect Jack Israel ‘stated he would be available for full-time duty in Bingen on March 15. Until then he would work in the WPPA office in Olympia studying Port laws and requirements.’
- 04-14-1976 ‘The letter from the Dept. of Ecology was discussed, and it was decided to renew the application and proceed with the drilling of the second well on the Dallesport site.’
- 08-04-1976 ‘Commissioner Hamm brought up a request to dig on Port property by the Yakama Indians in an area adjacent to the Wish-Ham cemetery. Since investigation during Dow’s EIS indicated that there was no evidence of archaeological significance, the request should be denied.’
- 10-26-1976 Port Manager Jack Israel’s “letter to the editor” is entered into the Minutes. He urges support at a public hearing for ‘Western Zirconium’s new plant at Dallesport,’ citing the environmental acceptability of the operation and its potential to generate 450 new jobs.
- 12-15-1976 The rail spur at Dallesport is under discussion, and Tenneson Engineering is ‘authorized to proceed with preliminary engineering to see just where the rail should go, etc. Western Zirconium intends to attempt to buy the land-locked portion of land south of the proposed rail spur, and deed it to the Port in order to assist the Port by making possible other future revenues, which adds feasibility to the plan.’

1977

- 02-22-1977 Western Zirconium presses for ‘a formal resolution to follow the construction guidelines.’ The Port Manager recommends that ‘an agreement be drawn that Western Zirconium would buy the rail spur at the investment figure plus interest in the event that something happened that caused Western Zirconium not to build and operate the plant in a reasonable length of time.’ The Port desires a ‘safeguard in the event that construction does not occur...as a public entity, the Port can not build a rail spur to nowhere!’
- 04-12-1977 Caffall Bros. representative Ken Bunt ‘discussed the matter of a barge dock...how much it would cost and type of loader. It was determined the project would pay out in 5 years.’
- 05-24-1977 ‘Log barge pictures were shown, and discussion of Caffall’s proposed dock followed. It was decided not to risk jeopardy of hotel site by entering an agreement with Caffall at this time.’
- 08-09-1977 A closing entry in Port Minutes notes ‘a brief report on Caffall’s intention to close their

Bingen operation---perhaps permanently.’

10-11-1977 ‘Guest Rex Bullis was asked if he had any questions. He responded with inquiry as to Western Zirconium’s time of ground breaking. He was informed that we had no new information supplanting that which was in the paper---anticipated ground breaking in January 1978.’

12-27-1977 ‘An industrial prospect, Orchem, was discussed and the Commissioners are to be advised of any noteworthy progress.’

1978

01-24-1978 Resolution 2-78 is adopted, ‘dealing with surplus property acquisition.’ Sale of property is also discussed ‘and found to be in the best interests of the Port.’ The Port Attorney ‘is to prepare invitation to bid notices for the paper indicating a minimum sealed bid of \$9000 per acre. Terms: Cash.’

02-28-1978 Rees A. Stevenson, of Mt. Adams Timber Products, presents the winning bid of \$27,849.06 for Port property at Bingen. ‘A check for the entire amount accompanied Mr. Stevenson’s bid.’ Lumber sorting and storage will continue at the site, formerly leased.

03-14-1978 Interest in Dallesport Industrial Park continues, with an Orchem-proposed ‘tentative agreement of 30-35 acre, with warehouse and offices to be built by the Port.’ There is also a ‘proposed Trus Plant locating at Dallesport,’ and ‘Mr. Dean Carr is still maintaining contact with this office,’ for a Dallesport site.

03-28-1978 ‘The Carr lease was discussed by Jack Israel. Carr will be leasing one acre in Bingen, instead of Dallesport, effective June 1st.’ ‘A large number of beehives had been placed on our Dallesport properties without permission...steps were being taken for their removal.’

04-11-1978 The Port is still waiting for specifications from Trus Plant, Orchem is considering a Bellingham, Washington location, and Manager Israel will be meeting with Western Zirconium. The beehives at Dallesport ‘are still there. Manger has called the sheriff again to have them removed.’

04-25-1978 ‘Manager Israel will get the engineering data from Al Johnson Construction Co., who were planning to put in a barge facility and an overpass at Dallesport. The Port is tentatively planning to put in these facilities.’ In other Dallesport matters, Western Zirconium is troubled by ‘environmental considerations and chances of unionization’ in the area. Trus Plant’s plans hinge on the presence of Western Zirconium.

06-27-1978 ‘Discussion was held on replacement for Al Berglund, who is resigning his Commission. Motion was made by O. R. Kreps to appoint Mr. Fred Holly of Glenwood as the new Commissioner.... Effective June 27, 1978.’

07-11-1978 Thorpe Trus Plant is proceeding with the EIS and plans for a plant at Dallesport. It will employ ‘approximately 25 people’ and have ‘a small retail operation in connection with the manufacturing.’ It is at this meeting that Jack Israel submits his resignation. Albin Berglund will serve as interim manager during the search for a new manager. ‘President Hamm ordered a change in the meeting schedule. The Port Commission will meet every Tuesday evening at 8 p.m., until further notice.’

07-28-1978 Don Agidius, of The Dalles Cherry Growers, is interested in developing a cold storage

facility at Dallesport, but not as an operator.

- 08-08-1978 Thorpe Construction Co. presents a ‘contract to build the Trus Manufacturing buildings’ at Dallesport. Projected cost is \$39,931.13.
- 09-12-1978 ‘Manager Al Berglund reported on the proposed completion of widening Dike B. the area to be completed is quite large, no yardage estimate has been received yet from Hunsaker.’ Commissioner Hamm also discussed Dallesport gravel excavation and selling details with Dept. of Natural Resources representative Dave Mattern.
- 09-19-1978 Several Dallesport priorities were identified in the Economic Feasibility Report from the Port District Comprehensive Plan: Barge dock, access road from, and a rail overpass (cost estimate not available, yet); Development of ‘54 acres in the southwest corner of the site’ (\$627,550 estimate, 54% of which would come from EDA funds); and ‘extension of a finished road...running along the eastern border of Port property.’ An approximate cost of \$126,500 would involve a Port match of \$58,190.
- 12-19-1978 In a six-month activity summary for the Port, Office Manager Chris Mills notes that ‘the barge docking facility (at Dallesport) is being designed by Jerry Branton,’ and ‘the Comprehensive Plan was completed and submitted to EDA for approval.’ John W. (Bill) Hemingway is appointed the new Port Manager, starting January 15, 1979.

1979

- 02-13-1979 ‘The Port will hold their first dinner social for the Commissioners, staff and their spouses, March 9 at 6 p.m. at the Rhineland Inn. This will be a no-host dinner.’
- 03-20-1979 The Port Commission favors moving its office into the Multi-Service Center in White Salmon. They also agree to revert back to the original meeting schedule. ‘Beginning in April, meetings (will) be changed to the 2nd and 4th Tuesdays of each month.’
- 04-24-1979 Ray Blackford, representing Oregon Pacific Steel Co., seeks a 2-year lease on 2 acres of Dallesport Industrial Park property, for compacting junked cars and selling the scrap. Manager Hemingway ‘will get the papers drawn up and have a rough draft ready for Blackford to see by the early part of next week.’
- 05-08-1979 ‘The first order of business was the opening of the sealed bids for the sale of aggregate on Port property at Dallesport.’ Decision on the bids was delayed, ‘allowing time for the Commissioners to discuss the bids.’
- 05-22-1979 The Port executes ‘the lease with Mr. Blackford,’ for the 2-acre Dallesport property.
- 06-05-1979 Jarl Construction Company’s alternate bid of .45/ton for sale of aggregate on Port property at Dallesport is accepted.
- 06-12-1979 SDS Lumber Co. has the winning bid, of \$18,100, for 1.78 acres of Port property in Bingen.
- 07-10-1979 ‘The Port has received a check from the City of Bingen in the amount of \$2,000 as payment for the approximate half-acre parcel they are purchasing from the Port.’
- 07-24-1979 Manager Hemingway’s EDA contact reports that ‘our Comprehensive Plan is in Washington D.C. awaiting approval. The officials in D.C. will wait until they receive several comprehensive plans and then give blanket approval,’ within two weeks.

- 08-07-1979 With Resolution 20-79, the Port adopts ‘Restrictions and Covenants for Port industrial development property at Dallesport.’ A communication from Blackford, of Oregon Pacific Steel, indicates that ‘he will not be able to stay in business here’ (Washington), because vehicle-hauling problems. Some pre-paid rent will be refunded to him.
- 08-28-1979 The Port has negotiated an agreement with R. A. Barnes for ‘a secondary aluminum recovery operation at Dallesport.’ After hearing that the plant could employ 40 people and carry a ‘worth in excess of a million dollars,’ the Board executes the agreement. The Port also signs an agreement for a railroad grade crossing with Burlington Northern.
- 09-25-1979 Port Commissioners accept a bid of \$45,000 for 5 acres at Dallesport, submitted by BMI, Limited. The contract that is also accepted includes release of an additional acre (for \$10,000) to Ken Ingebo of BMI. Work on the plant site ‘must begin within one year.’ The plant will produce wood stoves for Heritage Stoves.
- 10-22-1979 ‘Commissioner Kreps asked what the progress is on the Dock permits (Dallesport). Manager Hemingway says we have all (DOE and Corps) permits, but we do not yet have the over-crossing permit from B-N Railroad.’
- 12-11-1979 A new contract with R. A. Barnes is executed. It would allow for ‘an extra 10,000 so. Ft. onto the proposed building and Barnes will put up 46% of the costs of the addition.’ The addition is dedicated to inside storage of byproduct ‘to eliminate the need for a waste discharge permit.’ In other Dallesport matters, Dow Chemical requests a meeting ‘to discuss the Port’s use of the Dallesport Project Construction Fund.’
- 12-20-1979 ‘A resolution commending Commissioner Orie Kreps for his 22 years of faithful service to the Port was read. Commissioner Kreps will retire on December 31, 1979.’

1980

- 01-15-1980 Albin Berglund returns as a Port Commissioner, filling O. R. Kreps former position.
- 02-26-1980 The Port approves an amendment requiring Barnes ‘to remove all storage bunkers, etc, and they will be required, upon vacating the premises to level-up the concrete floor in the warehouse,’ and altering the “options to terminate” date from March 1, 1980 to May 15, 1980. The agreement with BMI is also amended, adding more time for the deed release option for Ken Ingebo (from April 1, 1980 to July 1, 1980). Dow representative Ken Kodama will be ‘here Thursday, February 28th to go over books.’
- 04-08-1980 Dow Chemical negotiations ‘were at a standstill from last meeting.’ It is determined that the existing Dow structure at Dallesport ‘is a great liability to the Port,’ which would cost an estimated \$100,000 to dismantle. ‘Dow still has not given up the idea of using this structure for a magnesium reduction facility.’
- 05-02-1980 Ten separate bids were opened at a special meeting. ‘Bids received ranged from \$843,757 to \$1, 012, 691,’ for ‘construction of s ‘Storage & Processing Facility at Dallesport, WA.’ A meeting with R. A. Barnes will be scheduled ‘to notify him of the bids received.’
- 05-06-1980 The Manager relayed Tenneson Engineering’s recommendation ‘to award the bid to the apparent low bidder, Control-X Corporation’ (of Richland, WA), for construction of the R. A. Barnes Co. plant at Dallesport.

- 05-13-1980 The Economic Development Administration ‘approved, via telephone, the contract award’ to Control-X. The Port was still awaiting word from Dow. ‘It would cost approximately \$850,000 to defease the bond’ (1970 Revenue Bond).
- 05-27-1980 ‘Manager advised that we have received letter and agreement for bond defeasement from Dow.’ The Port has ‘about \$200,000’ in surplus monies. Resolution 24-80 ‘gives Manager authority to specify to the County Treasurer the precise amounts of money to be transferred to effect the defeasance up to a total of \$950,000.’
- 06-10-1980 ‘Manager advised that on Friday, June 6, 1980, the Port took action to defease the 1970 Revenue Bond, and stated specifics with regard to same. The total cost of defeasance was \$899,264.77, and the surplus monies totaled \$222,065.25. Manager mentioned that legally the bond defeasance does not now affect the Port with regard to borrowing or new bonding.’
- 06-23-1980 On the Dallesport Barge Dock, ‘Manager advised that the Corps of Engineers’ notice was published June 18th advising of the new dock design. By July 18th we should have clearance to go ahead.’
- 07-22-1980 The Port Manager, reporting on work at the R. A. Barnes Storage & Processing Facility, noted ‘that all leveling is completed and stem walls are poured on two sides. By the end of this month, the concrete work should be near completion. The water line is laid out along the road.’ Commissioner Holly tendered his resignation at this meeting. As a candidate for Klickitat County Commissioner, ‘he does not believe that he should hold one public office while seeking another.’
- 08-26-1980 Groves-Kiewit-Granite (GKG) is offered a revised lease agreement for equipment storage and shop space on 10 acres at Dallesport. At the August 12 meeting, it was noted that GKG ‘has the capabilities to help with the building of the (barge) dock.’
- 09-09-1980 S. J. Groves and Sons Co. execute the lease formerly tendered to GKG and request ‘a variance to the Port’s Restrictions and Covenants,’ which is granted.
- 09-23-1980 Mike Mansfield is installed as a new Port Commissioner, replacing Fred Holly. George Barber proposes ‘that he keep 2.85 acres of the (BMI) parcel at the Dallesport Industrial Park and return to the Port 2.15 acres.’ After discussion it is decided that ‘Manager will advise Mr. Barber of the Commission’s position.’
- 10-07-1980 A lease amendment accepting return of 2.15 acres in the BMI parcel is approved. Construction delays on the R. A. Barnes project result in an extension of the contract to October 27th. EDA is proceeding with reimbursement for project work, and ‘electrical service for the facilities are not as yet finalized with Dow.’
- 11-25-1980 Control-X has completed its basic contract, and ‘R. A. Barnes took over on the 15th of November.’ The ‘Dock Permit was received from the Corps of Engineers. The Port is now ready to proceed with construction of the barge dock facility at Dallesport.’

1981

- 01-13-1981 Work on the R. A. Barnes, Inc. Storage & Processing Facility continued. ‘The overhead doors are not working properly yet as the electrical system needs some parts that are not locally available.’ S. J. Groves had also completed their Dallesport maintenance building.

- 01-27-1981 'R. A. Barnes has scheduled an open house for March 11th,' at their Storage & Processing Facility at Dallesport. 'At least one person has been hired.'
- 03-24-1981 On March 13, R. A. Barnes held an open house and ribbon-cutting ceremony at Dallesport. 'The Final documents have been received from Control-X and the last payment was mailed to them.' BMI plans were also under review, 'with ensuing discussion regarding services extension. Commissioners agreed to participate with BMI on water extension, not power. Waterline should be sufficient in size to serve that area of industrial park---not just BMI.'
- 04-14-1981 \$6,000 is the estimated cost for water extension at Dallesport Industrial Park. Discussion also included 'installation of a fire hydrant.'
- 04-28-1981 'Dow has hired a demolition company to begin removing the old, partially completed, concrete structure at Dallesport. They will begin on May 11th and finish about July.'
- 05-15-1981 A Special Meeting was held to open four bids on 'the waterline extension at the Dallesport Industrial Park.' The contract was awarded to low bidder Rich Tenold Construction, which proposed to do the job for \$7,413.63.
- 05-26-1981 R. A. Barnes is proceeding with plans for a 'second furnace proposed to be set up at the Barnes Plant in Dallesport.' Southwest Washington Health District has also issued a letter 'indicating the material from the Barnes Plant is non-hazardous and land-fillable.'
- 06-23-1981 EDA involvement in funding the barge dock project at Dallesport continues: 'Phase III—Requisitions 7 & 8 was submitted...last week. The Port has a permit in hand allowing the Port to build a 60' dock. Request to modify to 150' dock (Phase I) and to concurrently complete Phase II was sent in a couple of months ago.' Dallesport waterline extension is set for completion within the week.
- 08-25-1981 The Dallesport barge dock, or EDA Project, continues with Phase V filling under discussion with the Corps of Engineers. On the Dow property, 'Atlas has completed its portion of the demolition project,' and 'Dow is now going ahead with completing the erosion control.' BMI requests 'that the Port put gravel on drive entrance.' Costs will be shared, with one-third going to the Port. Barber 'plans to commence construction on 9/8.
- 09-08-1981 The Port offers \$1000 to Burlington Northern for property involved with the proposed 'Grade Crossing/Overhead Bridge' on the EDA barge dock project. Dallesport tenant S. J. Groves 'has built up necessary materials to make approach' for the grade crossing. Groves is also 'rebuilding a road into Spearfish Lake, ' to replace the access that will be blocked by the overhead bridge. The work also allows for more leveling of Port property.
- 09-22-1981 T & M Construction has completed 'construction of the road to serve BMI,' for \$1300. Port Commissioners approve the site plan for an alcohol plant on Dallesport property to 'be leased by Energy Foundation, Inc.' In other Dallesport matters, all planning for the barge dock is nearly done, and 'BMI construction of their building is underway.'
- 10-02-1981 The Port executes a Facilities Use Agreement with S. J. Groves & Sons Co. 'The primary facility to be used to consist of barge mooring and unloading area; equipment and cargo staging area; and use of the established railroad crossing.' Groves has also requested a '3.4-acre extension to their 10-acre storage site,' which the Port is agreeable to.

- 10-21-1981 After prior discussion on bid and project estimate discrepancy (\$231,000 compared to the Port Engineer’s estimate of \$152,000), the Port decides ‘to award the contract as bid,’ to Argent Industries for \$213,613.00,’ for construction of the Energy Foundation plant.
- 11-05-1981 The Energy Foundation plant is part of Phase V in Dallesport development, and ‘EDA (has) given approval of the contract documents and the bid award and authorized the Port to issue the Notice to Proceed.’
- 12-22-1981 Warehouse #2, in the Phase V Dallesport development, ‘was delivered last week and erection is approximately 35% completed.’ The Corps of Engineers ‘has requested to dig out the barge slip by The Dalles lock, which would provide the fill area for Port dock. Overhead Bridge construction is ‘still waiting on BN for approval to proceed.’

1982

- 01-12-1982 A 2.4-acre parcel at Dallesport is the subject of a \$34,800.00 bid by Pellissier Trucking, Inc., which the Port Commission accepts.
- 01-26-1982 The ‘Energy Foundation building is complete, with the exception of the asphalt paving.’ There is ‘no further progress to date on the overhead bridge or dock.’ A fire, caused by an electrical short circuit, has resulted in 8 to 10 thousand dollars damage at the Barnes plant.
- 02-23-1982 The Port petitions for a zone change at Dallesport, seeking reclassification from “Industrial Park” to “General Industrial.” ‘Manager...will advise adjacent property owners of the Port’s petition for zone change.’
- 03-16-1982 ‘Burlington Northern Construction and Maintenance Agreement allowing the Port to go ahead with construction of the overhead bridge at DIP has been received, fully executed by BN.’ A meeting is scheduled at the Port, with ‘representatives from the Depts. Of Fish & Wildlife, Game and the Corps, regarding the trade-off area for the barge dock facility.’
- 04-06-1982 A Special Meeting sees discussion of electrical problems at the Storage & Processing Facility and a letter from Barnes’ attorney, resulting in a determination ‘that a letter would be drafted in response, basically denying the Port’s liability and refuting inaccuracies and erroneous conclusions.’
- 04-27-1982 ‘Mr. Dieter Rademacher of EF reported that as of March 15, 1982, the Dallesport facility started permanent employment with the hiring of six persons; the plant is producing 190 proof alcohol—hoping for 200 proof next week; and at present are running at about 60% of capacity.’ Their product is intended for use in production of ethanol fuel.
- 05-25-1982 A ‘Mitigation Agreement establishing a trade-off area for the fish habitat (at the barge dock) has been received.’ The Commission will negotiate for a revised version, deleting language concerning ‘maintenance of vegetation to be planted, etc.’ Port Engineer Jerry Branton ‘has written letter to Dow requesting they turn over their power lines to the Port as they are in need of maintenance, and it would be better to consolidate into one power distribution system at Dallesport.’
- 06-17-1982 ‘American Grain Processing Corp. has requested authority to add a lean-to structure on the back side of the (EF plant) building...to house a rotary drum drier.’ R. A. Barnes requests addition of a lab facility ‘in the form of a mobile home type building.’ S. J. Groves is seeking an additional 4-acre property lease at Dallesport.

- 07-13-1982 The Port Commission reviews and executes Dow’s contract of sale for power facilities. American Grain Processing will ‘house the rotary drum dryer away from the Port building they lease and place it in the grain storage area.’
- 07-27-1982 Sixteen bids for Phase V work on the Dallesport barge dock projects were reviewed. The awards, by schedule, were: ‘Schedule I, for the alternate construction of the bridge to Kniestadt & Sons (\$85,340.00); Schedule II, exercising Deductive Alternate #1 to Mid-Columbia Paving (\$212,848.00); Schedule III to Jackson Marine (\$322,678.84); Schedule IV to M-K Drilling (\$67,832.86); Schedule V—all bids rejected.’ Total \$688,743.70.
- 08-24-1982 The Port Commission executed a ‘second amendment to the Dallesport Storage Yard, adding an additional 5.7 acres’ to ground leased by S. J. Groves.’ The Commission approved ‘renewal for present (DNR) shoreline lease at Bingen, extending lease an additional twelve years.’
- 09-14-1982 EDA project work on various barge dock elements was ongoing, with the exception of Jackson Marine, which ‘has not done any work yet.’ The Port was experiencing difficulties with delinquent accounts: Barnes was withholding ‘rent until the \$17,000 Barnes paid re cost of repairs due to electrical problems at the DIP facility is absorbed (an action the Port deemed ‘improper’); Energy Foundation’s plant was shut down ‘to take care of the waste problem,’ and ‘EF lease rent is 60 days in arrears.’
- 10-12-1982 The City of The Dalles accepted the Port’s offer on 1.54 acres of land at Dallesport, for \$5,000.00.
- 11-23-1982 Barnes’ account is rendered current, with the receipt of ‘all back rent, leasehold taxes and interest due,’ after it is determined ‘that the electrical damage was caused by arcing and not by fire.’
- 12-14-1982 George Barber of BMI receives permission to ‘lease his building to a welder/fabricator operation.’

1983

- 01-11-1983 The Schedule I overpass and the Schedule II paving, approaches and guardrail elements of the EDA project are complete. Schedule III work on the dock ‘is progressing nicely,’ and Schedule IV well nears completion, pending pump problem resolution. The Port Engineer estimates that ‘there will be an additional \$3,500.00 in engineering/inspection fees.’
- 01-25-1983 R. A. Barnes has filed suit, ‘alleging a breach of lease and breach of warranty by the Port and breach of insurance contract by the insurance carrier with regard to the January 1982 electrical damage at the DIP facility.’
- 04-08-1983 Schedule III dock work on the EDA project is ‘totally complete.’ Change Order No. 1 of Schedule III is approved, adding an increase of \$9,464.87 to the ‘original contract amount of \$322,678.84.’
- 06-28-1983 All construction on the EDA project at Dallesport is complete. ‘Final reimbursement requisition will be submitted this week to EDA.’
- 09-13-1983 R. A. Barnes requests ‘a new disposal site for the facility at DIP.’ There have been no

developments regarding the Barnes lawsuit.

11-23-1983 Port Commission votes to expand R. A. Barnes Disposal Site at Dallesport, with understanding that Barnes agrees ‘to pay all associated expenses.’

1984

01-11-1984 Severe winter weather causes damage to waterlines and related equipment at Dallesport, affecting The Dalles Cherry Growers, American Grain Processors (AGP) and R. A. Barnes. Uncertainty over liability leads Port Attorney Udall to suggest ‘negotiating with Barnes regarding an amendment to the lease clarifying such responsibility, and the inclusion of “freezing damage to drains and pipes.”’

04-11-1984 AGP is restructuring and operating under a new name—Pacific Agro Group. They plan on bringing ‘their past due account current,’ but the Port will ‘have to file against AGP’s Performance Bond,’ if the account isn’t up to date by April 15.

05-16-1984 The Port accepts a bid of \$24,395.00 for 3.6 acres of land at Dallesport Industrial Park, from Robert J. Pellissier. The Commission also declares 1.5 acres of Dallesport property ‘in excess to the needs of the Port, making same available for purchase.

09-12-1984 The AGP lease on Dallesport property has been forfeited, and ‘Attorney Udall indicated he saw no problem with showing the building to prospects.’

09-26-1984 The Port Commission passes Resolution 15-84, ‘being the Port’s application to manage State-owned aquatic lands.’ A letter will accompany the application sent to the DNR.

12-26-1984 The Port purchases 2.69 acres of land from George and Sylvia Cox, of White Salmon, for \$3,000.00. After a long period of negotiation over the flowage easement, the Port accepts an offer of \$20,000 and return of ‘all improvements to the property,’ from the Corps of Engineers. Resolution of this issue removes a block on development of Port property.

1985

01-09-1985 On the Barnes lawsuit, Port Attorney Udall ‘advised he had received a Notice of Intent to Dismiss for want of prosecution from the KCSC Clerk. Unless any further notice is received, the case will be dismissed January 15, 1985.’

05-08-1985 ‘Manager Hemingway submitted a letter of resignation to Commissioners, which was accepted “with reluctance” by the Commission. ‘Ad for new manager has been placed in all Mid-Columbia newspapers...Oregonian, Columbian and Daily Journal of Commerce.’

05-21-1985 ‘LABZ Corp. d.b.a. Wyers Trading Co., has executed an Option to Purchase allowing the Port to purchase part of the Wyers Trading Co. property for a sum of \$20,000 cash.’

05-30-1985 ‘Attorney Udall presented an earnest money agreement signed by T. L. and Mildred Wilson for the Port to purchase their bluff property,’ at a purchase price of \$140,000.00.

06-17-1985 R. A. Barnes has requested leasing the ‘AGP building at DIP for six months, with an option for long term lease.’ The Port agrees to this, pending removal of equipment.

06-26-1985 ‘Mr. R. Douglas Zenor was introduced and officially announced as the new Port Manager, effective July 9, 1985.’ R. A. Barnes withdraws its AGP building lease request.

- 07-10-1985 The Port Commission approves purchase of the Cox Property for \$97,000.00.
- 10-09-1985 ‘Manager Zenor gave a presentation on the need of small, non-sophisticated personal computers for the Port office. A word processing/accounting/investment program that includes software would be approximately \$4200. After discussion, Commissioners concurred that the office does need automation and gave permission for Mgr. To proceed with research and present an actual cost package to the Commission at future meeting.’
- 10-23-1985 Port Commissioners agree to ‘purchase an A T & T Personal Computer, two printers, cables and three software programs for an approximate price of \$3,228,’ less \$500 rebate.
- 11-13-1985 Commissioner-Elect Betty Thompson ‘was introduced to Commission and audience. She will take office on 1/1/86, replacing retiring Commissioner Berglund.’ At this meeting, Attorney Udall ‘presented an executed Warranty Deed from LABZ Corp. d.b.a. Wyers Trading to Port consummating the purchase of Lot 4, Block A of the Lauterbach Addition...in the amount of \$19,500.’ The intended purpose of the purchase is ‘to create a plaza for the public and possible exclusive tourist shopping area.’ Known as the “Bluff project,” the planned development faces neighborhood opposition and is dependent upon the outcome of a feasibility study.
- 11-26-1985 ‘Attorney Udall stated that he received a call from Corps Attorney, Carroll Gray, who advised that all paper work on the (Corps Easement) settlement is finished in D. C., and one last step remains at the Portland offices.’
- 12-11-1985 Street naming at Dallesport Industrial Park is discussed, with Commissioners favoring one street changed to ‘Berglund, in appreciation for 12 years of service by retiring Commissioner Albin Berglund,’ and ‘that another street be named Kreps.’

1986

- 01-08-1986 ‘For the record, after due deliberation, Mr. Zenor was handed a letter of termination, effective immediately, during the executive session and asked if he wanted to respond. Mr. Zenor said no. After reconvening to open session, there was a motion by Comm. Mansfield effecting the immediate termination of Mr. Zenor, seconded by Comm. Hamm- motion carried. Comm. Thompson abstained.’
- 01-15-1986 At a special meeting, the Commission approves sale of Port land in Bingen to any party ‘that may wish to purchase and develop the property according to the Port’s comprehensive plan.’
- 01-29-1986 In Dallesport matters, the Commission authorizes purchase of Dardoff’s and the Irving Trust’s interest in equipment at the AGP facility, for \$750 and \$3,750, respectively. R. A. Barnes is reorganizing, ‘establishing a separate corporation for their aluminum melting process operation at DIP.’
- 03-26-1986 Port Commissioners announce that Stephen White, of Trout Lake, has been hired ‘as the new Port Manager, effective 3/27/86.’
- 06-02-1986 The Port purchases the Prine property, in the Lauterbach and Overlanders Additions for \$49,000.
- 06-16-1986 The Corps of Engineers flowage easement matter comes to a close. ‘Papers have been received and signed by Mr. Udall on behalf of the Port. Corps Attorney, Carroll Gray,

must now sign and then a judgment order will be issued and the Port should then receive the settlement monies shortly thereafter.’

- 07-07-1986 ‘The Commission reviewed with Manager White his performance to date, and the remedial efforts that were made and expressed regret that his progress was unsatisfactory. Mgr. White was asked to resign and refusing to do so, Commissioner Mansfield moved that Mgr. White be terminated, effective immediately, as Klickitat County Port Manager. Motion was seconded by Commissioner Thompson—motion carried.’
- 07-21-1986 Having reviewed prior applications for the Port Manager position, ‘Commissioner Hamm stated that at this time he felt the Commissioners were in agreement on a decision. With that, there was a motion by Comm. Thompson to hire Brian Shortt as Port Manager, effective 7/22/86.’ The motion carried.
- 07-31-1986 Bingen beach access is set in motion. ‘Dickey Farms, Inc. have vacated the 12.1 acres on the tip of the Port owned land in Bingen as of 6/30/86 and removed all personal property. Manager Shortt presented a proposal to the Commission to bring beach access for wind and sightseeing activities to that area.’ Access work and promotion will be under the supervision of Allen Cherry, who had carried an option to develop the site for some time.
- 08-04-1986 With regard to the Corps easement, ‘the Port’s settlement check has been received. Atty. Udall stated that due to an oversight, the language in the settlement gave according to the pre-1938 taking. Attorney Udall is preparing an amended portion to be filed with the Corps.’
- 11-03-1986 ‘Irving Trust has accepted the Port’s offer of \$2500 for their share of the equipment (at AGP). Dardoff was advised that they have until 12/31/86 to remove their equipment or forfeit and be billed for the cost of removing said equipment.’
- 11-05-1986 Port Commissioners sign an ‘Earnest Money Contract and Memorandum of Understanding with A. Bracken Cherry, d.b.a. Interconnect, Inc.,’ formalizing development of Bingen Point.
- 12-01-1986 On the subject of DIP street names, Port Commissioners accept the ‘following street names to replace those streets in the Industrial Park that conflicted with the Community of Dallesport street names. “I” Street is renamed Berglund Drive, after retired Commissioner Albin Berglund, 1974-1985. “H” Street is renamed Berry Drive, after Leon Berry, who was Port auditor for nearly 30 years. “E” Street is renamed Kreps Drive, after retired Commissioner O. P. Kreps, 1957-1974. Third Avenue is renamed James Avenue, after retired Commissioner Homer James, 1945-1967.’

1987

- 01-05-1987 The Port purchases equipment held at AGP in Dallesport, with \$2500 going to both the Irving Trust and Dardoff. R. A. Barnes requests changing ‘their company name to RAMCO (Recycled Aluminum Metals Co.), a wholly owned subsidiary of Barnes.’
- 01-20-1987 ‘The Port has been approached to issue an Industrial Revenue Bond to assist in building a new stud mill and to expand and modernize the present plywood plant’ at SD&S. ‘Financing would be in the form of a 6.75 million dollar IRB and 2.25 million UDAG.’
- 02-02-1987 Port Commissioners pass Resolution 1-87, which will be signed ‘in order for SD&S to apply for the UDAG funds’ for plant modernization.

- 03-04-1987 The Port signs ‘an Operating Agreement with Riley Bros. Concrete, Inc. to mine aggregate and run a batch plant at the (Dallesport) Industrial Park.’
- 04-20-1987 The planned development at Bingen Point (A. Bracken Cherry and Interconnect) encounters trouble. ‘After review, the DOE has determined that the proposed “Camelot” development is not within the parameters of a revision of the original permit and has reversed their prior opinion to “piggyback” Camelot on the Port’s Shoreline permit.’ However, ‘the Port’s beach access work could proceed upon approval of a revised shoreline permit and the Army Corps permit.’
- 06-01-1987 ‘After making opening introductory statements regarding the proposed international windsurfing resort to the Commissioners and audience, Bracken Cherry presented a document requesting a seven month extension to the closing of the Earnest Money Contract. Comm. Thompson stated that this extension is not an answer to the Port.’ Attorney Udall will discuss matters with Cherry’s legal counsel.
- 06-15-1987 ‘After lengthy discussion regarding the 107 acres in east Bingen, a motion was made by Comm. Hamm that the present position of the Port is to maintain ownership of Port properties and attempt to develop Port properties on a lease basis as a first priority.’
- 07-06-1987 With Resolutions 7-87 and 8-87, the Port amends and supplements the Comprehensive Scheme of Development to provide for ‘the acquisition, construction and installation of a tire resource recovery plant’ and to provide for ‘the acquisition, construction and installation of a glass container manufacturing plant.’ Bracken Cherry’s Option to Purchase Bingen Point property has expired. Beginning with this meeting, Brian Shortt signs the minutes as “Port Director.”
- 09-21-1987 Resolution 12-87 is approved ‘formally adopting the Port’s Comprehensive Park and Recreation Plan for the Bingen Marina and Bingen Port Property.’
- 10-19-1987 ‘Engineer Branton is doing a study to see what properties the Port still owns in Bingen West.’
- 12-21-1987 ‘Engineer Branton reported that he is in the process of getting support letters from the City of The Dalles and Wasco County Court for the 5 Ports to obtain Bonneville Dam (dredge) spoils.’ The Port’s Bingen West property has been surveyed, and it is determined that ‘the Port owns approximately 55-60 acres, but only 2 acres (are) above the water line. A 30’ easement through Jewett Creek tunnel is owned by the Port.’

1988

- 01-04-1988 With the retirement of Commissioner Mansfield, the Port adds Commissioner-elect Lon Johnson. Port Resolution 1-88 resolves ‘that Congress and the Army Corps of Engineers designate sites in the National Scenic Area as the sole eligible recipients of remaining spoil material from construction of the new navigation lock and of spoil material from other Corps projects on the Bonneville Pool.’
- 03-22-1988 ‘A site check on the (RAMCO) waste disposal area shows they are 12 feet short of capacity on the east side. Testing for toxic waste was done by 3 different labs with a report of no toxins.’
- 05-03-1988 ‘Riley Bros. Concrete is ready to set up their aggregate production plant at the Industrial Park on the flat south of sand pit.’ They propose ‘to tap into the Port’s water line at Parallel and Dow Road.’

- 06-21-1988 'Riley Bros. Concrete are now crushing aggregate at the Industrial Park.'
- 10-04-1988 A Waterways Project bill has been presented to the U. S. House of Representatives. Rather than add the Bonneville spoils request to the legislation, it is decided to 'handle the situation administratively rather than legislatively.'
- 11-01-1988 The Port is preparing the Wilson House, also known as the Bluff House, for office occupancy. Director Shortt 'will approach the City Planner regarding a conditional use permit.'
- 11-15-1988 U. S. Army Corps of Engineers planner Lauren Aimenetto 'stated that to obtain the excavation spoils an act of Congress rather than a Corps directive must be made and has offered his assistance in writing the five Ports goal.'

1989

- 02-28-1989 Washington Governor Booth Gardner 'has written a letter supporting the Gorge Scenic Area Ports receiving spoils from the dam excavation' at the Bonneville navigation lock.
- 03-21-1989 A present-day Bingen Point fixture was on site, when 'the "Bingen Speed Rock" was delivered to Bingen Point, compliments of Deo Excavation. Vancouver Granite Works is scheduled to do the engraving June 1st.'
- 04-04-1989 'Comm. Thompson stated that she feels the time for concessions at the Bingen Point has come and suggested that they be put out to bid.'
- 04-18-1989 Port Commissioners approve a motion to rent the AGP building to RAMCO for 6 months, at '\$1650 per month plus 12.84% leasehold.'
- 05-02-1989 'An article entitled "Birth of a Beach" was done on the Bingen Point in the May publication (of Northwest Sailboard Magazine). Article was very well written and illustrated the progress the Port has made since May of 1987 in developing beach access.'
- 06-20-1989 Oregon Cherry Growers wins approval of a 'lease for an additional 10,939 square feet (.25 acre) of outside storage' at Dallesport. "Lease will be for five years at \$125 per acre.'
- 07-10-1989 'Tri-County Disposal is proposing to build a garbage transfer station and is requesting 1-2 acres at the Industrial Park...Commissioners were in agreement that any lease agreement must be localized to Klickitat County garbage only.'
- 08-01-1989 Congressional support for area Ports on obtaining Bonneville spoils continues. Director Shortt notes that 'off-loading abilities and permit status are very favorable. The Port of Klickitat and Port of The Dalles would be capable of receiving the entire 3 million cubic yards of spoils should the other Ports not receive full environmental permit action.' Minutes also note the Bingen Speed Trials, which were 'held at Bingen Point on July 29-30...with 90+ competitors racing.'
- 10-03-1989 On the Bonneville spoils, 'the Memorandum of Understanding language contract between the Ports and the Army Corps is nearly completed. The President of the United States signed the bill authorizing the spoil to be delivered to the five Ports on September 29, 1989.' In other Bingen news, Columbia Ship Builders has leased a work site. 'A Shorelines and Hydraulics permit will be necessary to place a boat launch' there.

- 11-21-1989 On November 16th, ‘Mr. Branton and Director Shortt attended a five Port meeting with Dave Brown of the Army Corps Portland division. Discussion included how the material (dirt) would be delivered, the nature of the material and the legal process of the Corps/Port contract.’
- 11-28-1989 At a Special Meeting, the Commissioners reviewed the final draft of the Army Corps contract for spoils. ‘After discussion of the contract, Commissioners approved the language, set the amount of deliverables at 700,000 cubic yards and set the volume per 24 hour period at 7,500 yards (4 barges) per day with the option to receive more.’
- 12-05-1989 ‘Director Shortt explained the status of the recently advertised and proposed increase in a tax levy. The intended purpose of the levy, according to RCW 53.36.100, was the need for the Port District to raise revenue by an Industrial Development levy to collect an annual tax on all taxable property within the Port district for the purpose of distributing the NavLock spoils on Bingen properties.’ Excavation was now set for June 1990.
- 12-19-1989 U. S. Army Corps of Engineers and Port of Klickitat representatives ‘signed the final contract document on December 18th. The document states it is the responsibility of the contractor to place/remove any pilings that may be necessary in off-loading, and it is their responsibility to offload into the field not the dike. Bids will be opened in early February.’

1990

- 02-20-1990 Kiewit and Johnson supplied the low bid on the Bonneville NavLock Project. The Port of Hood River dropped out of the Army Corps contract when their chosen spoil disposal site was unavailable, and the Port of The Dalles had not signed a contract with the Corps. Port Minutes note that ‘there is a possibility of the Contractors spreading the dirt for the Port, as they need more acreage to place it.’
- 03-06-1990 Columbia Ship Builders 404 Permit from the Corps of Engineers ‘should be issued by next week.’ The Port’s bluff property was deemed surplus. ‘Discussion followed regarding declaring the bluff property as no longer needed for district purposes and selling it to use the equity in developing the Bingen East property.’
- 04-09-1990 At a Special Meeting, ‘Resolution 4-90, a resolution approving an application for Federal Assistance to the Economic Development Administration, for the purpose of providing financial assistance to spread and compact approximately 700,000 cubic yards of surplus Army Corps materials on the Bingen East Port property was submitted.’ Motion carried.
- 04-12-1990 The Economic Development Administration (EDA) denies the \$750,000 loan application ‘to help distribute and spread the dirt from the Bonneville NavLock project.’ ‘EDA does not fund reclamation projects despite the strong interest of the Conference Center proposal for lodging and interest by two light industry companies offering 40-70 jobs to locate on the Bingen property.’
- 05-16-1990 After considerable public comment, the Port Commission declares its bluff property as surplus.
- 05-29-1990 A proposed Conference and Trade Center, to be situated on the Port’s Bingen property, is a contentious subject. Logging industry representatives object to the required removal of the Caffall Bros. log dump and sorting operation. ‘Barbara Jacobson stated that the log sorts are critical to the livelihood of the independent loggers,’ while Daryl Tillotson

‘stated that timber is the number one industry and it will cost every land owner \$20-\$40 per thousand to travel to other dump sites.’

- 05-05-1990 RAMCO has requested an ‘alternate site to dispose of their byproduct in the processing of their aluminum oxide recovery plant. They are currently paying approximately \$20,000 per week to dispose of the product in the Oregon landfill, which is making their business operation financially unsound.’ Engineer Branton is given authority ‘to locate a site on the industrial park land.’
- 06-25-1990 ‘The project at Bingen Point has been named “Klickitat Point” Lodge, Conference and Trade Center. The proposal will be submitted to the Gorge Commission on June 29th.’
- 08-07-1990 Alternative log dumpsites are being investigated in the area around SDS and Dickey holdings, key factors being determination of ‘what is economically and environmentally feasible to gain viable access to the river.’ ‘Director Shortt said that the sale of the Loggers Assoc. land is tied to obtaining a viable access to the river.’
- 08-23-1990 Public comment on the proposed Klickitat Point conference center turns increasingly negative, with disapproval by log dump supporters and calls for the resignation of Director Shortt. At Dallesport, ‘the Dept. of Ecology sent a letter to Engineer Branton accusing RAMCO of dumping the byproduct from the aluminum dross without a permit. Engineer Branton immediately advised the DOE that all permits were in order.’
- 08-29-1990 Commissioner Hamm submits a letter of resignation, after 17 years of service on the Port Commission. SDS offers an option on ‘a log site in the southeast corner of their property with suitable access to the Columbia River.’ The 60-day option to lease ‘will allow time to perfect the lease and submit it to the independent loggers. It is the intent of the Port to secure a piece of property that trucks can get down to river level and turn around.’ Commissioner Thompson read Resolution 5-90, which reaffirmed the Port’s commitment to purchase the Mt. Adams Loggers Association property, as an essential component of the proposed Conference and Trade Center.
- 09-18-1990 ‘S. J. Groves, a Port industrial park tenant for the past ten years has sent a letter of intent to close their storage yard and sell their equipment by October 1st. This closing is due to major construction hazards on other projects and a Chapter 11 has been filed.’
- 10-09-1990 The Site Selection Committee of the Columbia River Gorge Commission selects the Skamania County site for the Conference Center. After a final, rancorous public comment session at the Port, the issue is closed.
- 10-23-1990 William A Schmitt is appointed to fill Commissioner Hamm’s vacant seat. ‘Director Shortt checked with congressional staffers regarding the Port’s \$500,000 grant for spoil distribution. It is in the Department of Agriculture budget, which looks positive for passage by the President.’
- 12-04-1990 The 1991 Agriculture Appropriations Bill, signed by the President on November 28th, ‘grants \$500,000 to the Port of Klickitat for the purpose of distributing the Bonneville spoils on the Bingen property. The Federal Home Administration (FHA) will administer the loan.’

1991

- 01-08-1991 At the start of the meeting, Commissioner Thompson established guidelines for public involvement, limiting it to the comment period. Attorney Weisfield ‘further stated that

the Commission is not legally bound to have a public comment period at business meetings,' however it is included in the agenda for public relations purposes. The Port is in negotiation with Dow Chemical over 'the method of repayment of the 1970 Revenue Bond Defeasement surplus monies.' \$111,032.63 surplus bond fund money and \$49,111.85 interest are subject to repayment.

- 01-22-1991 Port Commissioners agree to 'pay Dow Chemical the first installment of four over the next 18 months' to expunge the \$160,222 Dow Chemical Promissory Note.
- 03-05-1991 The Port agrees to support installation of a lumber re-load facility at Dallesport, to replace the loss of rail service between Lyle and Klickitat and support efforts by Champion International to continue operations at the mill in Klickitat.
- 03-19-1991 Columbia River Gorge Commission Director Dick Benner 'informed Director Shortt that Open Space designation adjacent to Port Properties would not be pursued by the Gorge Commission.' Director Shortt requests a formal letter. Putting the Open Space issue to rest removes a potential block on Port property development.
- 04-09-1991 Columbia Ship Builders is in the process of excavating 2,000 yards of material at Dallesport 'to make a 100' X 30' launch ramp for the 100', 90-ton King Crab ship under construction.' Director Shortt is pursuing installation of a sign at Columbia Ship Builders to 'help advertise the company to barge traffic on the Columbia.'
- 04-22-1991 The Port and Mount Adams Loggers Association discuss a needed sublease on shorelands at the MALA property. Ken Gross of MALA 'said he felt the sub-lease is not a big problem and did not see a problem to move the dolphins to accept Bonneville spoils if the need arose.'
- 06-18-1991 Ted Condiff, of the Dallesport Re-Load Facility, reported 'a steady increase in the amount of rail cars loaded.' Pilings and hardboard are among the items. 'Brokers in Florida, Minnesota and elsewhere are inquiring about the Dallesport Reload.' Mt. Adams Loggers Association representatives sign the Shorelands Lease documents, which the Port accepts. At Dallesport, Columbia Ship Builders finished The Farrar Sea, which 'was launched into the Columbia at 4:30 p.m. on June 18th.'
- 07-23-1991 'Kiewit/Johnson Contractors submitted a Shorelands permit request to Klickitat County to drive pilings in the Marina during the in-water window period of November to March. These temporary pilings will be to tie off barges for unloading of the Bonneville spoils.'
- 08-20-1991 Port Commissioners authorize Director Shortt to negotiate with Empire Gas Company for location of 'a propane gas distribution center on approximately .72 of an acre at the Port Industrial Park. The (leased) site will store two 30,000-gallon storage tanks.'
- 09-25-1991 The Port resubmits a pre-application to the EDA for a \$700,000 grant 'to assist in funding the distribution of the spoils on the Bingen property.' 'Director Shortt expressed certainty that the issues of job creation, local match monies and environmental permits were addressed.'
- 11-26-1991 Dan Frey is now a member of the Port of Klickitat Commission. It is at this meeting that Director Brian Shortt tenders his resignation. 'Mr. Shortt has accepted the position of Executive Director to The Port of Anacortes, effective January 6, 1992.' Port Commissioners appoint Daniel Spatz as interim director.

12-17-1991 RAMCO seeks declassification of its waste material ‘as “dangerous” according to the Washington State Department of Ecology.’ RAMCO was then ‘stacking the material on site. ‘The DOE admits the material is not health hazardous, but the Washington Dangerous Waste book formulates the salts as dangerous.’ At Bingen, Kiewit/Johnson and the Port discuss spoil off-loading specifics. ‘The EDA grant results will be known in February 1992.’

1992

01-07-1992 Commissioner Kathleen McCuiston takes the oath of office, joining Dan Frey as a newly elected Port Commissioner. Expansion of the Bingen Sewer Plant is on the agenda. ‘The Port needs the sewage plant expansion in order to develop the Bingen properties.’ At Dallesport, ‘Delta Rail Company is moving in at the Industrial Park to begin work at the Empire Gas site.’

02-04-1992 The Port Commission approves Resolution 2-92, ‘a resolution adopting an economic diversification study and strategy for the Bingen Point.’

02-11-1992 At a Workshop Meeting, the Port’s budget situation is under discussion. Commissioner McCuiston refers to the poor state of Port finances as a budget crisis. Cash flow, major debts and possible revenue sources are brought up, including the Bluff Property, which will be listed at \$975,000. The Bluff House is a candidate for Port offices, again.

02-18-1992 The Port Commission passed resolution 3-92, ‘approving the Port’s entry into an intergovernmental agreement with the POV (Port of Vancouver) and directing such other agreements, to effect ownership and transfer of equipment described below as the operational basis for an import/export facility at the Klickitat Industrial Park.’ The equipment referred to was a crane for the barge dock.

03-03-1992 ‘Commission President presented the new Port of Klickitat Manager Elmer Stacy to the audience. Mr. Stacy will take the position April 1, 1992.’

04-07-1992 ‘The crane arrived April 6 at the Port’s Industrial Park. The barge has tied off at the east end of the barge dock in order to have room for Wilderness Cruise Lines cruise ships to dock (beginning April 25).’ Concrete, rail and electrical work are scheduled.

04-21-1992 A \$125,000 local match is one of the pre-requisites for the EDA loan on Bingen spoil distribution. To obtain this, the Port executes ‘an agreement between the CERB (Community Economic Revitalization Board) and Port for aid in financing the costs of public facilities for the Bingen Point Project.’

05-26-1992 ‘The engineering firm of KAMPE Associates has been selected by the Port Commission for the Bingen Point Fill and Infrastructure Project.’ Spoil delivery is now scheduled for October 1st.

06-09-1992 ‘Bill Hearn of Bingen Garbage Service and Jim Hodge of Rabanco have both recently approached the Port to site a transfer station on Bingen property.’ The Port Commission requests that they submit proposals.

06-30-1992 ‘The Port was advised on June 2 that the \$1 million grant has been formally approved to the Port of Klickitat,’ by the Economic Development Administration.

07-07-1992 Port Commissioners decide to negotiate sale of an 8.5 acre site at Dallesport ‘and to lease the AGP (Reload) building and an additional parcel for silos while building their

building,’ to Canica, Inc., a foundry business. In White Salmon, ‘Mr. Glen Haack has made an offer to the Port to purchase the Bluff property for \$500,000.’ Purchase will take place in 3 phases over a period of 72 months.

- 08-04-1992 Resolution 11-92 is approved. Commissioners agree ‘to place a 10,000 plus square foot incubator building on the Port’s Bingen Point property if \$250,000 of funding is received by the U. S. Forest Service in the form of a grant from the 1990 Farm Bill Title XIII, Subtitle G.’ Transfer Station proposals are presented, and there is extensive public comment. ‘The majority who spoke were opposed to the transfer station being located on Bingen Port property. Several citizens spoke in favor.’
- 08-11-1992 Columbia River Terminals (CRT) is now active at Dallesport, with plans to lease the Reload building. At Bingen, the Mt. Adams Loggers Association parcel is again under discussion. Its location poses difficulties with regard to the spread of spoil material.
- 08-18-1992 After considerable public discussion, mostly in favor, the Port Commission agrees to proceed with the sale of 8.5 acres at Dallesport to Canica, Inc. ‘The property will be used to construct a white iron foundry for producing abrasive resistant castings.’
- 09-01-1992 Klickitat County officials and the Port sign a Memorandum of Understanding ‘The document is between the Port and the County and outlines the basic rights and responsibilities which the parties intend to agree to by way of an Interlocal Governmental Agreement, should the USDA Forest Service grant be awarded to the County to build a small business incubator at Bingen Point.’ The Port also accepts an amendment to the fill project agreement with the Army Corps. ‘Due to the Port’s limited budget, Kampe Associates requested that the amount of NavLock material be changed from 700,000 cubic yards to 620,000.’
- 09-15-1992 Resolution 14-92 amends the Port’s Comprehensive Plan, regarding sale of Port property. ‘The Commission must set the minimum bid price, advertise for a competitive bid, state the use of the land, then consider the best bid that is in the interest of the Port District. The Commission sets the terms and conditions of sale in the contract and utilization of the land for the specified purpose must begin within one year of sale.’ In other Port business, Delhur Industries, Inc. was awarded the Bingen Point Fill Project, with a low bid of \$1,549,400. At Dallesport, RAMCO requests temporary lease rent reduction for a year. ‘Manager Stacy said he would like the issue of the enormous amount of by-product debris that is accumulating near their plant site addressed before reducing the rent.’
- 10-20-1992 ‘Attorney Weisfield reported that Empiregas, Inc., of The Dalles, a tenant at the industrial park had \$56,508 of rail spur installed at their site and the lease rent to the Port is prepaid for this amount as a permanent improvement to the site.’ Kiewit Johnson and Delhur were placing spoils from the Bonneville Dam NavLock project at Bingen Point. The Port’s CERB grant/loan was ‘submitted to the Seattle office on time,’ for the Small Business Development Center component at Bingen Point.
- 11-03-1992 ‘Manager Stacy reported that after approximately seven months, Port staff, CRT and their respective attorneys have come to an agreement on the wording of a contract between the Port and CRT to operate the barge dock area at the industrial park.’
- 12-01-1992 ‘250,000 cubic yards of material has been placed (on the Bingen Point Fill Project) and there is concern if there will be room for the entire 550,000 c.y.’ On the Small Business Development Center, ‘Manager Stacy said the Port owes a debt of gratitude to CERB, Forest Service, Department of Trade, Randall Business Development, the County, KEDO

and numerous other people/agencies for their assistance in obtaining the grant/loan.’

1993

- 02-02-1993 The remaining 9,000 cubic yards of excavated material are expected at Bingen Point by February 7, 1993. ‘Contrary to prior projections, the best material (spoils) came last rather than the beginning of the project. The larger material is being placed at the berm around the Loggers Association and may remain as a permanent roadway.’ Small Business Development Center bid packets were available, and the Binding Site Plan was under discussion. Infrastructure bids ‘will be ready for advertisement at end of February.’
- 03-02-1993 ‘As of March 1, 1993, 519,000 cubic yards of material have been received at the Bingen site for a total of 29.34 acres of fill placed.’ 70 acres of useable land have been identified by the Binding Site Plan draft. All Small Business Development Center bids were rejected ‘as they were \$125,000+ over the Port’s funding of the building.’
- 03-16-1993 522,000 cubic yards delivered is the accepted final figure for Bingen Point. ‘Manager Stacy said that with overtime and change orders...the project came to \$1,528,398, about \$20,000 under budget.’ Title issues on the Port’s bluff property have been cleared, ‘so that the City of White Salmon can be first in line for the Local Improvement District bond of \$110, 00 on the bluff property.’
- 05-04-1993 Weyerhaeuser is interested in establishing a log sort yard at Dallesport. Paul Mosbrucker, of CRT, ‘said that time is of the essence in completing the contract with Weyerhaeuser, as they are moving fast in opening up the log yard and have purchased some timber.’
- 05-11-1993 ‘Manager Stacy reported the Dow Chemical debt of \$22,442.55 was paid off April 30 (a prior wire transfer of \$21,528.31 occurred on 11/16/1992).’ \$10,000 of Crane project expenses and a State loan installment of \$35,907 pose a cash flow problem for the Port. ‘Discussion followed on ways to increase revenue and decrease spending.’
- 06-01-1993 After revising the Small Building Development Center (SBDC) building plans, by ‘removing some amenities in order to make the project fit the Port’s budget,’ the project will be advertised for bid, again. The Dallesport Reload Facility operation is also up for bid. CRT offers the low bid, which is accepted, ‘with contingency of agreeing on a contract and subject to litigation.’ The Port decides to tear down the Wilson “Bluff” house, to further Glen Haack’s redevelopment plans for the bluff property.
- 07-20-1993 The Bingen Point Binding Site Plan is approved and recorded by Klickitat County. As suggested at a prior meeting, The Bingen Point Citizen’s Advisory Committee is revived. 9 members are appointed 3 from each Port District. RAMCO again presses for a rent reduction. ‘Their business has suffered tremendous financial losses due to the lack of business caused by the DOE request to stockpile the salt cake.’ The situation impacts other Dallesport operations. ‘Manager stated that Canica VSI Crushers is concerned about the soil condition on their prospective purchase of property and is having the soil analyzed at their expense.’ Bids for the SBDC have been rejected a second time, again due to over-bidding. Commissioner Frey suggests ‘a workshop with the bidders,’ and other cost-saving measures are discussed.
- 08-03-1993 The Crane Project has been completed at Dallesport, and ‘the crane is now operating up and down the track.’ Canica has begun test-pouring operations at its facility, with eight employees. ‘Approximately 24 will be employed when in production and anticipate

increasing to 40.’ There are tentative plans to move their fabrication plant to Dallesport. ‘They are interested in expanding the AGP building, as they are already out of space.’

08-17-1993 Cash flow was still an issue for the Port. \$30,000 was borrowed ‘to pay disbursements,’ and ‘\$5,000 was set aside for the crane project.’ \$40,598.39 had been spent on crane renovation to date. ‘The Port will be entering 1994 with \$28,000, whereas beginning year 1993 there was \$83,000.’

09-07-1993 Kampe Associates, the engineer for the Bingen Fill Project ‘has questioned the amount of 522,000 cubic yards as quoted by the NavLock contractor Kiewit L. Johnson. The settlement plates that were to be used to measure the material did not stay in place due to the liquid nature of the material.’ Core drilling will be needed to evaluate the fill condition. The Citizens Advisory Group has conducted its first meeting. They will ‘assist in design’ at the second meeting, on Marina development.

10-05-1993 Geo-Tech Explorations is awarded a contract for core drilling at Bingen Point, with a low bid of \$15,723.40. Remaining Port lots on the bluff are continuing to be sold.

11-02-1993 E. P. Johnson is the low bidder on the SBDC, at \$537,080.08. ‘December 15, 1993 is the date set for construction and will coincide with the infrastructure.’ A loop water system will supply Bingen Point. At Dallesport, RAMCO announces that ‘salt cake removal is scheduled to commence on or about November 15...the salt cakes will be crushed to 1 ½ inch size and loaded in trucks and hauled to the regional landfill.’

12-07-1993 Bingen Point core drilling costs are lower than expected, ‘because the company was able to drill the test holes in a short period of time, the cost was \$10,821.69.’ Imsamet has purchased RAMCO holdings at Dallesport, but RAMCO still has the obligation ‘to dispose of the salt cake, either to the landfill or shipment to Utah for recycling. Imsamet has shipped 5-7 railroad cars to Utah of by-products, such as metals and potash.’ CRT has opened the log yard at Dallesport, but aluminum shipment is off, due to poor economic conditions. Mr. Mosbrucker, of CRT, is looking into the container shipping market.

1994

01-04-1994 Wayne Vinyard was sworn in as a Port Commissioner, replacing Lon Johnson. Port Commissioners accept a ‘proposed extension of 80’ X 66’ (to the end of the concrete pad)...estimated (at) \$40,000+’ for the AGP building at Dallesport. RAMCO encountered further problems with the salt cakes. ‘Manager Stacy reported that a crusher was hired, however, it was not the roper crusher as the substance came out as powder.’ DOE cited RAMCO for a dust violation. At Bingen, Brix-Foss was leasing ground for log storage and transfer, and Underwood Fruit was leasing bin storage space.

02-01-1994 Bingen Point infrastructure will be added in phases, with natural gas and water occupying one utility ditch, and PUD service supplied through a second ditch. Core drilling resulted in a revised final fill figure for Bingen Point: 509,000 cubic yards and not the 522,000 cubic yards previously reported. This ‘could mean a substantial savings (\$23,530.00). The contractor will be contacted after receipt of the written reports.’

03-16-1994 1983 Port Revenue Bonds were subject to refunding in 1994. ‘The 1983 bonds are currently outstanding at \$285,000, while after refunding; the 1994 bonds currently outstanding will be at \$310,000.’ Alan Granberg, of Seattle-Northwest Securities noted that ‘the Port’s 22.129% savings percentage is fantastic!’ At Dallesport, RAMCO had not made any progress with salt cake disposal, but the barge dock road had been graded

by Klickitat County, to the relief of CRT operations there.

- 04-05-1994 Work was progressing on the Small Business Development Center (SBDC). ‘Manager Stacy reported that the Contractor, E. p. Johnson, has been placing fill in the area, which will be compacted and graveled over. They should be pouring the footings by Thursday or Friday.’
- 05-24-1994 Canica’s operations at Dallesport were the subject of extensive discussion by Port Commissioners and members of the Citizens Advisory Committee (CAC). CAC members expressed concern with labor practices and an impression of overall improper operating procedures, in spite of a staged, ‘clean’ test observation.
- 06-07-1994 Canica employees present at the Port Commission meeting defended plant procedures and called into question newspaper accounts of perceived problems. Port Commissioner Vinyard, referring to the CAC, ‘wished that Mr. Ford and Mr. Nelson had been here this evening. He feels that they should be working with the Board—not against them. He questioned what they are accomplishing with an advisory committee—if communications are received in such a negative manner.’
- 06-21-1994 RAMCO, although no longer in business at Dallesport, had placed \$230,000 into an escrow account to further removal of the 20,000 tons of salt cakes to the landfill. The Port was awaiting DOE authorization for removal. ‘Manager Stacy stated that various Ports are experiencing similar clean-up problems; the Port of Ephrata has also experienced problems with a bankrupt tenant leaving dross by-products.’ At Bingen Point, ‘the Port has spent approximately \$2, 700, 000 in an effort to develop the property so that new jobs can be created for this area.’ Bids were currently out for the water main project, which ‘requires jacking/boring under the BN RR tracks.’
- 07-19-1994 The Small Business Development Center (SBDC) at Bingen Point was nearing completion. ‘Mgr. Stacy stated that the Contractor indicated that they are 2.5 months ahead of schedule, and anticipate turning the keys over to the Port on August 1. There still remains wiring, plumbing, painting and touch-up to do.’ Canica indicated interest in ‘the RAMCO building at Dallesport, and therefore, have not signed a final lease at the SBDC.’
- 07-26-1994 ‘The FmHA/Kampe/Delhur fill amount dispute concerning the Bingen Point Fill Project was briefly discussed.’ The Port favored quick resolution of the dispute and payment of Delhur to further development there. Canica had waste material tested for heavy metals, prior to obtaining DOE permission ‘to place and cap the material at the DIP.’
- 09-22-1994 Several, related, matters were the subject of a Pre-construction Conference for the Bingen Point water main extension. ‘Time schedules were discussed.’ Dick Rogers Construction Co. (the ditch-digging contractor) gave advance notice to Northwest Natural Gas. ‘He expressed concerns regarding liability of having the entire ditch open, as it is a public area.’ Mr. Rogers also noted the location of phone lines in the water ditch. ‘He stressed that the phone company had better be there to place their lines, as it will go very fast.’
- 10-04-1994 Facing a rent increase from the City of White Salmon, Manager Stacy ‘recommended that the Port office be moved to the SBDC, and in effect pay the \$545.41 to the Port rather than to the City. The Commission concurred; Stacy is to write a letter to the city stating the Port’s intent to vacate on November 15, 1994.’

- 10-19-1994 With the successful submittal of a petition for removal to the DOE, the RAMCO salt cake issue was closer to resolution. ‘Mgr. Stacy stated that no negative comments were received by the DOE. A signature page from the “Final Petition Decision” was faxed to the Port for Mgr. Stacy’s signature and was returned to the DOE...upon signature by Mr. Barnes, the decision will be final and Ty Ross trucking will be able to start hauling the salt cakes away to RABANCO.’ At Bingen Point, ‘Rogers Construction has worked extremely fast on the water main extension project, and the system should be completed this week. Rogers has already started digging the gas line.’ Estimates for other Bingen Point elements were: \$307,000 sewer system; \$300,000 Marina park paving; and \$167,000 ‘for paving out to the SBDC building.’
- 11-01-1994 The Port Commissioners and Manager Stacy debated the need to sell Port properties versus leasing and re-leasing. Commissioner Frey favored a Port presence at Roosevelt, in eastern Klickitat County. ‘He felt that going into Roosevelt would enable the Port to be county-wide, which would double revenues.’ Manager Stacy expressed his reservations, citing the need to develop more of Dallesport Industrial Park’s 750 acres and potential problems with moving water rights associated with DIP to Roosevelt. Salt cake removal was now scheduled to begin on November 7. Manager Stacy noted that ‘the salt cake storage problem began in 1991; it was unknown where the authority came from to store the materials on the site.’ Bingen Point work required a change order ‘for two lines to place hydrants behind the SBDC. Mgr. Stacy estimates that, with the change orders, the project will run about \$176,000.’
- 12-06-1994 Revised “Budget Policies,” recommended by Port Auditor Narinder Kumar at a November 16 Special Meeting, are incorporated into Resolution 22-1994, as “Budget Guidelines.” It is one of several policy resolutions passed that evening. ‘Chair McCuistion...stated that she is most proud of tonight’s group of Resolutions, as these Resolutions will enable the Port to be run as “a business,” rather than on “the good old boy” system.’ Ross Trucking was ‘experiencing trouble concerning their scheduled trucking of the salt cakes, as their loader was out of operation.’

1995

- 01-03-1995 ‘Mgr. Stacy reported that the trucking of the salt cakes is moving slowly but surely to RABANCO, and he hopes they will be removed by the end of the month.’ The Port faced extensive repair and renovation problems with the RAMCO building at Dallesport, including an estimated \$3-4 thousand dollars for roof replacement.
- 01-12-1995 The dock/ramp Marina project at Bingen will move forward with the receipt of an Interagency Committee for Outdoor Recreation (IAC) grant of \$30,000. The Port match is \$31,000, and the project must be completed by December 1996. Handicap access is included.
- 01-17-1995 The Community Economic Revitalization Board (CERB) is scheduled to meet on January 19. Their approval of the first tenant at the SBDC is required. The Port is in negotiations with a potential tenant at this time.
- 02-07-1995 Certification of the Dallesport barge dock crane and related maintenance issues were the subject of a lengthy discussion between the Commission and CRT manager Paul Mosbrucker. Commissioner McCuistion noted that ‘the Port has invested \$150,000 into the crane, and it is not even certified in case anyone would want to use it.’ CRT had been loading barges without it, because of unresolved maintenance problems. In response to the Port’s desire to have the crane certified, ‘Mosbrucker stated that he could have the crane certified by July 1, with work starting on it in April. PC Frey stated that he would

like it done sooner if possible.’

- 02-21-1995 ‘Mgr. Stacy reported that he had spoken with the title company concerning Ross Trucking’s progress on the salt cake removal project. Apparently 4,900 tons have been removed of the 42,000 tons of salt cakes on site. Mgr. Stacy believes that all of the \$230,000 in escrow will be utilized.’
- 03-07-1995 Canica indicates that ‘construction will begin approximately April 1 on the AGP Building’s extension.’ The cost of refurbishing the RAMCO building at Dallesport is estimated at \$646,313. At Bingen, Klickitat County is interested in establishing a ‘County Recycling project of brush and yard waste, which area residents could bring to be chipped on specific dates five or six times a year.’ The Port is agreeable to this arrangement, ‘if the County took full responsibility and a MOU (Memorandum of Understanding) was signed.’
- 04-04-1995 ‘Mgr. Stacy stated that Ross Trucking anticipates that the salt cake removal should be completed within two weeks. Approximately 15,000 tons have been removed of the 20,000 ton estimate; and the site looks very good.’
- 04-18-1995 ‘Mgr. Stacy stated that the SBDC has a tentative tenant for 5,000 square feet who employs approximately 25 employees. He and the tenant will be meeting with the CERB Board on May 18, 1995.’
- 05-02-1995 ‘Mgr. Stacy stated that he has written a letter to our Representatives and Senators advising of the U. S. Forest Service’s concerns regarding the Port’s occupation of the SBDC. No proposed date or time has been set for the joint Port/CERB/USFS meeting to discuss this issue.’ Roger Jensen, of Miracle Tackle is the Port’s prospective tenant at the SBDC, and will seek CERB approval. The minutes record a significant event at Dallesport: ‘The salt cakes are GONE, after three and one-half years. Mgr. Stacy talked with Dave Ross of Ross Trucking, who indicated that 20,563 tons were removed from the site.’
- 06-06-1995 The Port was seeking a solution to the office occupancy issue at SBDC. ‘Mgr. Stacy stated that a proposal letter was sent to Klickitat County Board of Commissioners’ Chair Sverre Bakke. The Port’s proposal suggested that the Port could donate land on Bingen Point if the County would be interested in constructing a west end annex building facility which could house County offices and which could also provide permanent housing for the Port office.’
- 06-19-1995 The Port was in negotiation with two additional tenants for the SBDC, for the remaining space there. The U. S. Forest Service ‘offered the Port assistance by offering the Port mobile units to utilize for the Port’s office space. Barbara Hollenbeck (USFS) indicated that no funding would go to Klickitat County unless the Port office moves out of the SBDC.’ The Port will seek an explanation of the concerns and objections of the USFS.
- 08-01-1995 The SBDC at Bingen Point, which is funded by \$100,000 grants from CERB and the USFS (through Klickitat County), is under discussion. ‘Concerns of the USFS and CERB are that the Port office has occupied the SBDC, when they believe that the intent of the building was as an incubator building, not to house the Port’s office. Mr. Stacy has reviewed the contracts, and it appears that there is no legal document prohibiting the Port’s occupancy.’ Hollenbeck, of the USFS, ‘is pressing that the Port moves their office out of the SBDC.’ The Port ‘stated that the occupation of the SBDC is only temporary.’ The SBDC has gained another tenant in Innovative Composites Engineering (ICE). ’15

employees are trying to get the space ready to again begin production’ (their prior plant in White Salmon was destroyed by fire).

- 08-15-1995 The Bingen Marina RV park’s drain field has failed, due to increased usage beyond its capabilities. ‘Manager Stacy ‘estimated that the Port will have to invest \$4,000 into the new system’ (septic and electrical). The Port has offered a compromise proposal ‘to replace the Port office’s square footage in the SBDC by building onto the south side of the SBDC 1,280 square feet of industrial space.’ CERB personnel will discuss then respond.
- 09-15-1995 CERB has rejected the Port’s proposed solution to office space at the SBDC. The problem lies with using federal dollars to build government office space, which is not permitted under the grant contract with the USFS.
- 10-10-1995 ‘Mgr. Stacy stated that preliminary plans would be started for expansion of the SBDC of 1,280 square feet of manufacturing space. CERB and the USFS have indicated that this space will be acceptable in order to bring the Port into compliance with contracts, in exchange for the Port’s occupation of the Port’s current office space.’ At Dallesport, the AGP Building ‘extension should be sealed in and secured by the end of this week...Mgr. Stacy estimated that the Port has \$45,000 into the extension project, with another \$4-5,000 to expense.’ The Port will pay another \$6,000 for concrete, at Canica’s request.
- 11-07-1995 ‘Mgr. Stacy reported on the status of the AGP Building’s Extension. The structure is complete except for the lights and wiring...he anticipates that the extension will be completed by November 15.’ It is estimated that the Port and Canica will each have ‘\$11.00 per square foot into the addition.’
- 11-21-1995 At a workshop session, Manager Stacy lined out the Port’s indebtedness. ‘The prior administration, when trying to get the conference center located at Bingen Point, spent all the Port’s reserves and additionally spent \$1,000,000.’ Long term debt included ‘the SBDC building- \$350,000; DCD loan- \$250,000; CERB infrastructure loan- \$108,000; the Revenue Bonds- \$310,000; POV (Port of Vancouver)- \$75,000 (for the barge dock crane); and AGP Building extension- \$46,183.’ The Port’s debt position dictated that ‘assets will have to be sold (or tenants must be found) in order to obtain funds to meet those obligations.’ The RAMCO building would also require costly refurbishing. Sale of the Port’s remaining bluff lots in White Salmon was discussed.
- 12-05-1995 The USFS and CERB are now in agreement with the Port’s plans for expanding the SBDC, subject to incorporation of USFS suggested architectural changes, and a building permit will be obtained from the City of Bingen. At Dallesport, the Port and Canica have spent \$54,276.21 and \$31,680, respectively, on the AGP Building extension.
- 12-19-1995 The Port approves a request by ICE for an ‘additional 2,560 square feet of space at the SBDC, at the rental rate of \$.20 per square foot for a period of 6 months.’ Canica has undergone a name change, and is now “Impact Alloys.” Commissioner Frey was ending his service. ‘The PC and staff offered their thanks to PC Frey for his years of dedicated service to the Port, and wished him good luck in future endeavors.’

1996

- 01-02-1996 Marc Harvey began his term as a Port Commissioner, and was formally introduced. The AGP Building extension was now officially complete.
- 02-20-1996 The crane at the Dallesport barge dock still hasn’t been certified. Manager Stacy noted

that ‘the crane was designed in the 1940s, to work in the shipyards. The controls are different than those in newer cranes, and its operation is slow and dangerous.’ Commissioners are ‘reluctant to put funds into the crane unless it is operational and creating revenue.’ A meeting is scheduled with CRT to discuss the crane.

- 03-05-1996 With the passing of Resolution 1-1996, the Port authorizes ‘the sale of 80 acres of Port property in the Industrial Development Park at Dallesport, WA.’
- 03-19-1996 The Port Commission and CRT operator Paul Mosbrucker discussed the barge dock crane. Difficulties remained in finding ‘a qualified operator for that particular crane. In order for the crane to be operational, maintenance must be performed.’ Mosbrucker held out the possibility of container traffic from Yakima, due to congestion at Seattle. ‘Mr. Mosbrucker stated that cranes are mounted on many ships for self-loading off of a barge.’
- 04-02-1996 The RAMCO building, in spite of its repair needs, has acquired two tenants: ‘a firm from Seattle which will be using the building for storage, and a machine shop that was flooded out in The Dalles.’
- 04-16-1996 Schreiner Farms offers the only bid for the 80 surplus acres at Dallesport. The Port moves to accept the offer of \$80,000 cash for the property.
- 06-04-1996 The long-anticipated Klickitat County Master Shoreline Plan is ready for public hearing and decision, followed by agency review. Developments at the Bingen Marina are contingent upon its passage. ‘Mgr. Stacy believes that it will be 1997 before the Marina’s in-water piling work could begin during the “window of opportunity.”’ The bid for the surplus 80 acres at Dallesport ‘was below the minimum bid (\$120,000) set in the public notice. Legal Counsel advised that the property should be re-bid, and that Schreiner Farms’ payment should be returned to them.’
- 06-18-1996 The surplus acres at Dallesport are re-bid, without a minimum bid requirement, and Schreiner is the only bidder, again. The Port re-accepts their bid of \$80,000 for 80 acres. ‘Manager Stacy stated that a new DIP tenant, Concrete Barriers, Inc., has been awarded the bridge project repair of I-84, in which they are crushing concrete and removing the rebar.’
- 08-06-1996 NUTECH Machine Shop was leasing space in the RAMCO building on a month-to-month basis, and the Port was exploring grant funding for building renovation. Payment problems with Columbia River Terminals led to a motion ‘that the Port terminate the CRT lease agreement unless payment is received by 5:30 p.m. on August 12.’ The motion carried.
- 08-20-1996 At Bingen Point, Innovative Composites Engineering (ICE) submitted a proposal ‘to purchase parcel #10 to build their own building. ICE anticipates 50-60% growth next year, outgrowing the SBDC and will need 15,000 sq. ft.’ ICE would install the infrastructure and utilize the undamaged transformer from their former White Salmon site, which was being sold. Dallesport was ‘undesirable, due to the distance from employees’ homes and the temperature extremes.’
- 09-03-1996 Lease renewal at the Mount Adams Loggers Association (MALA) yard poses problems, when Foss (Caffall Bros. successor) protests the increase as excessive. MALA concurs and wishes to rewrite the lease, which would be with MALA, while the payments would come directly from Foss to the Port. Minutes note that ‘other lease information will be forthcoming from Foss, and letters regarding reassignment of the lease (from Foss and

MALA).’ MALA also was interested in putting ‘their property on the market for sale.’ In other Bingen Point matters, ‘Roy-G-Biv is very interested in leasing the new (SBDC) extension space, effective Oct. 1.’

- 09-04-1996 At a workshop meeting, Riley Bros. Concrete ‘stated that they are working on a deal to ship aggregate out of DIP.’ Jim Riley pointed out the increased construction-driven demand for aggregate at Portland. Use of the crane was discussed, but the Port noted the lack of a qualified operator. Riley ‘anticipates that there is 10-20 million tons of aggregate at DIP... (He) indicated that if they did not have to reclaim the pit, they could pay the Port an additional \$.50 per ton.’
- 09-17-1996 A ‘difference of opinion,’ between CRT and Weyerhaeuser has led to a suspension of operations at the Dallesport barge dock. Mosbrucker, of CRT, alleges breach of contract by Weyerhaeuser. At Bingen Point, ‘Mgr. Stacy stated that much interest has been expressed for 2500-5000 sq. ft. of space from potential tenants, and questioned if the PC are interested in considering building another building at Bingen Point.’ Commissioners are in favor.
- 10-15-1996 ‘The Roy-G-Biv lease was signed for the new 1,280 sq. ft. of SBDC extension space, which was sent on to Kathleen Engle at CERB. Her staff will review the documents and advise if the Port...need(s) to appear before the CERB board for their approval to occupy the space.’ Use of the Bingen Marina as an ‘in-lieu’ fishing site by Native Americans was discussed. Several guests at the meeting complained of the smell, generally poor housekeeping and commercial activity (selling fish). Commissioners would seek legal advice on the matter.
- 11-20-1996 Port Commissioners discussed ‘public water system requirements and expenses,’ with regard to development at Bingen Point. Well drilling was an option. Port ‘staff will be applying for a \$100,000 grant for a water system which must be submitted to USDA RECD (Rural Economic and Community Development) by Dec. 5.’
- 12-03-1996 The Port decides to issue a 30-day default notice to Columbia River Terminals, which has not resolved their outstanding issue with Weyerhaeuser. ‘Weyerhaeuser has been loading off their leased land, and it has caused problems.’ Damage to Bernert Barge Line barges are among the problems.
- 12-17-1996 CRT is working with SDS to reactivate loading at the Dallesport barge dock. Gary Collins, of SDS ‘confirmed that Weyerhaeuser’s logs would be loaded and serviced...he hopes that Mosbrucker (CRT) will be able to utilize all aspects of the dock,’ including the crane. Port Commissioners agree to ‘extend the notice of termination to CRT for an additional period of 30 days and to work with CRT in getting the dock open.’

1997

- 01-07-1997 The status of Columbia River Terminals (CRT), as a corporate entity is in question. ‘Gary Collins (SDS) stated that the insurance policy has been extended’ (for CRT), but ‘CRT’s business license had expired March 31, 1996, resulting in the dissolution of CRT’s corporation status.’ As part of the extension of the 30 –day notice of default, CRT will have to resolve their corporate status, or face subsequent termination of their operating agreement with the Port at Dallesport.
- 01-21-1997 Impact Alloys proposes purchasing the AGP ‘building and property that they occupy.’ Their manager, Jerry Smith, said that the company plans on expanding operations there. ‘Smith indicated that they have a customer that is under contract for 3 mil. Pounds, and if

Impact Alloy's capacity can increase, they could produce 12 mil. Pounds.' Port Commissioners were also discussing demolition of the RAMCO building, as 'it is not economically feasible to fix the building.' In White Salmon, 'Glen Haaek has contacted Mgr. Stacy regarding a cash offer on the last lot on the bluff,' which now has a value of \$108,333. Port Commissioners are in favor of the sale.

- 02-03-1997 A Workshop meeting was held to discuss Port finances and other matters. To help with water supply at Bingen Point, the City of Bingen 'has agreed to give the Port an additional 500 gallons per day (for a total of 1,000 gallons per day).' White Salmon has also promised 1,000 gallon per day capacity. Placement of sewer lines and funding is under discussion. Insitu, a tenant at the Bingen Point SBDC, since December 1996, is first mentioned in Port Minutes. 'A KC Sheriff's deputy was at the SBDC today due to vandalism last night. The entire phone system for Insitu was down, and a hammer had been taken from their bus and was used on the back doors and locks.'
- 02-04-1997 Manager Stacy, noting the engineer's report on the RAMCO building, says that 'the decision must be that the building must be vacated and the building taken down for salvage.' Port Commissioners agree to 'find a salvage operator to dispose of the RAMCO building and also advise the tenant (NUTECH) to vacate.'
- 02-18-1997 Port Commissioners, CRT and SDS representatives sign the "First Amendment to Agreement" covering operations at the Dallesport barge dock. SDS is now a party to the operating agreement, 'on the ladder of liability, beneath CRT.' Prior to the signing, there was significant discussion concerning the Port's ability to require all loading be done from the dock (Weyerhaeuser has been loading logs from their, non-dock, property). 'PC consensus was that all commodities should be going across the dock,' but the Port cannot force Weyerhaeuser to use the dock.
- 03-04-1997 The Bingen Marina will be receiving surplus concrete docks, from Port Orchard, Washington. '17 truck loads of docks will soon be arriving, and will be placed along the Marina bank for assembly.'
- 03-18-1997 At Bingen Point, 'Mgr. Stacy reported that Heinzman Construction had the low bid for construction of the Roy-G-Biv SBDC extension space...a portion of Roy-G-Biv's manufacturing space will need to be utilized by the Port for storage of the Port's equipment from the maintenance garage (the bluff lot that has been sold).' The Port intends to build a new maintenance shed behind the SBDC. Underwood Fruit will continue to lease a parcel of Port property, with rent increased to \$150 per acre.
- 04-15-1997 The Multi-Jurisdictional Water Study is a critical element for future development at Bingen Point. 'Mgr. Stacy stated that all of the funding is in place except for the City of Bingen's block grant of \$525,000, which is predicated upon Bingen's plan for the UDAG funds.' In a related matter, 'Mgr. Stacy stated that the Port is still planning on receiving \$199,000 from USDA Rural Development.'
- 05-20-1997 Steve Tessmer, of Gorge Associates, Inc., has been spearheading developments at the Bingen Marina, including proposed 'floating townhouses.' The Washington DOE has expressed reservations, concerning such a use. Tessmer stated that if floating townhouses are not allowed, it changes the scope of the project. He felt that the great buy on the docks will allow a very nice marina to be developed, even if the floating residences are not allowed.' At Dallesport, Paul Mosbrucker sent a letter, 'requesting that SDS assume responsibility for the management of the industrial dock facility... (As) he does not have the manpower, and chooses to step out of it.' SDS prefers to have a

master lease, as opposed to a sub lease, under this arrangement.

- 06-10-1997 Following public testimony on the benefits of selling DIP land to Impact Alloys, Port Commissioners approve Resolution 4-1997 ‘authorizing the sale of DIP Tract 6, Tract 7 and Tract 10.’ A succeeding Resolution 5-1997, declaring the RAMCO building (Tract 3) as surplus, sets the stage for its sale (which was authorized by Resolution 7-1997, on July 2, 1997). Impact Alloys has indicated an interest in the site.

- 06-24-1997 Port Commissioners motion to rescind the March 18, 1997 decision to demolish the RAMCO building. Riley Bros. Concrete has also expressed an interest in the surplus property. SDS intends to lease property at Dallesport, in conjunction with their operational plans at the barge dock. This includes moving the road and placing conveyors and tunnels. ‘Barges will be moved by electrical tuggers. SDS anticipates the system cost at approximately \$500,000.’ The Port is agreeable, provided ‘that the property be returned to its original status, if desired.’

- 07-15-1997 James Dean of Glenwood was the low bidder on the Road Resurfacing/Sewer Line project for Bingen Point. ‘Mgr. Stacy stated that the project total is \$548,094.00, and if everything goes well with EDA, the Port’s match portion of the project will be \$48,594.00.’ In conjunction with this, ‘USDA Rural Development (RD) advised the Port that they are in receipt of a grant from RD in the amount of \$199,500...these grant funds combine the road/sewer project with the multi-jurisdictional water system project.’

- 08-19-1997 Bingen Point Sewer and Road project work is discussed. ‘The Port’s share will be approximately \$48,594, for a total project cost of \$516,199. The bid of James Dean was \$350,418.47, and with Engineering at \$64,158 (this equals) \$414,576.49, (after) which would remain \$101,623 in funds to further improve the road.’

- 09-02-1997 ‘Caffall Bros. letter dated Aug. 22, advising the Port that they may be canceling their Columbia River Log Service month-to-month lease agreement at the end of October was discussed. This pertains to their 4.5-acre parcel at Bingen Point. They stated they may choose to extend the lease only if their volume was to warrant otherwise.’

- 09-16-1997 ‘Mgr. Stacy announced that EDA did approve \$300,000 for a grant for the sewer/road-resurfacing project. Chuck Pogatchnik of Rural Development (RD) has suffered a stroke, so Steve Troendle will be at the Port on Friday, Sept. 19 to finalize the funding package.’ The Federal grant represents 87.5% of the project costs. ‘The rock berm installed by DOT was utilized as an “in-kind contribution” for the Port’s share. Chuck Pogatchnik was instrumental in getting the “in-kind contribution” approval by EDA.’ In other Bingen Point matters, ‘Mgr. Stacy reported that after five years of working on the Marina Project, the Conditional Use Permit (CUP) for the marina project was approved by the KC Planning Commission.’ Pilings may be placed in November, pending approval by the County Board of Commissioners.

- 10-21-1997 Two bids for the RAMCO building and 2.5 associated acres were opened, and Impact Alloys presented the higher bid, at \$132,796.27, which was accepted by the Port. At Bingen, ‘Mgr. Stacy stated that CR Log Service gave written notice they will vacate as of Oct. 31...additionally, Mgr. Stacy stated that the 7.5 acre parcel’s future use is still unknown.’

- 11-12-1997 A workshop meeting, with the participation of Steve Tessmer (Gorge Harbor, Inc.) and Scott MacFarlane (Klickitat County Economic Development Committee), was held to discuss Bingen Point development. ‘Steve Tessmer presented his guidelines for a master

ground lease. Harbor Point Development (HPD) would pay 6% of the fair market value of land and improvements provided by the Port.’ A flexible option payment (up to \$100,000) was also proposed. Port Commissioners disagreed with this, saying that ‘the proposed 6% for rent of the land was not substantial enough revenue (i.e., \$100,000 valued land would equal \$6,000 per year or \$500 per month).’ The Port was also not in a financial position to build the commercial spaces proposed by HPD. MacFarlane ‘questioned how could an EDA assist with an incubator building that wasn’t built with grant dollars.’ Tessmer suggested a compromise solution of private development, in which sales and rents proceeds ‘would first go to pay off the development costs... then to the Port for land, and the balance as profits (to be split).’ Manager Stacy indicated interest in this format, and Tessmer offered to ‘bring another proposal for the newly presented formula to the PC.’

12-02-1997 Extensive discussion of the SDS/CRT lease option on the barge dock property resulted in a recommendation by Port Counsel Reinhart that ‘he and Attorney Weisfield (SDS), Mgr. Stacy, and a SDS representative have a conference call to take the agreement step by step.’ SDS was seeking the release of CRT as an obligator on the contract, inclusion of a staging area in the lease, and a flexible approach to payment contingent upon business development at the dock.

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1998

01-06-1998 Norman Deo began his term as a Port Commissioner, replacing Kathleen McCuiston, and was appointed PC Secretary. Marc Harvey served as PC President, and Wayne Vinyard was appointed Vice-President. Ron Somers, attorney for Impact Alloys, ‘stated that Jerry Smith has purchased all of the assets that have been held under the name of Impact Alloys Foundry Corporation...and his interest will now be held under the name Dallesport Foundry, Inc.’

01-20-1998 Future development at Dallesport is the subject of a study authorized by Klickitat County. Dick Hill Associates is working on the study, along with the engineering firm KCM, which is concerned, with the issues of water, sewer and transportation. ‘The Port has the most advantageous sites in order to house a sewer treatment plant to serve the area.’ Port Commissioner Deo favors a “business incubator” concept, ‘but would prefer that the Port get some type of consideration for a sewer plant land donation (perhaps hook-ups).’

02-01-1998 Bingen Point is the subject of a workshop meeting with Steve Tessmer, of Gorge Associates. Tessmer favors land sale over leasing for development, but the Port has expressed reservations over land sales in the past. ‘Mgr. Stacy stated that through the State Auditors letter, the Auditor suggested the Ports’ role is to place or assist in attaining infrastructure for the property and then to move it onto the tax roles. Buying and selling property is a very normal role of Ports.’ Port Commissioners reach consensus ‘to develop a Master Plan with the possibility that a credit of some kind be granted.’ Tessmer will return with a proposal to that effect. At Dallesport, the Port is considering a sale of 50 acres bordering on Highway 14.

02-03-1998 Scrap-It diesel engine repair service has signed a lease for ground at Dallesport, and ‘the

firm is going through the process of obtaining building permits.’ The Port is also reviewing ‘a draft lease from Wes Swearingen (Motorcross Club),’ which would permit a Motorcross track on DIP property. ‘Mgr. Stacy stated that he attended an IAC work shop, and grant funds are available for this type of use.’ The RAMCO and AGP buildings have been sold and removed from Port insurance coverage.

- 02-17-1998 Port Commissioners approve Resolution 3-1998, for funding associated with the Bingen Point Sewer Line/Road Surfacing project and the Multi-jurisdictional Water System. James Dean Construction had begun work on the sewer line, and ‘Mgr. Stacy stated that he was very pleased that the Port received \$300,000 from EDA.’ At Dallesport, the Port has agreed to ‘take CRT off of the lease’ for the barge dock and anticipates coming to an agreement with SDS for use of the industrial dock.
- 03-17-1998 Manager Stacy recommended, and Port Commissioners approved putting out a Request for Proposals (RFP) ‘for a final Bingen Point Master Plan and CCRs (Covenants, Conditions & Restrictions).’ Dick Hill, of Hill Associates, was present at the meeting. ‘He felt that the first thing the Port should do is address critical issues which could provide policy structure to the Port, since there are no written policies, principals or strategies available to utilize as guidelines.’ Hill favored concentration of efforts on Dallesport, while delaying further development at Bingen Point ‘until the time is right.’
- 04-07-1998 Activity at the Dallesport barge dock increased, with Weyerhaeuser loading two barges of wood from their log sort yard. Company spokesman Chuck Lappe ‘indicated they would like to renew (their lease) with one year renewals for a term of five years.’ The Queen of the West tour boat submitted a schedule for twice weekly docking there, on Sundays and Wednesdays. Discussion of the impasse over Riley Bros. use of DIP land without a signed lease, as part of their concrete batch plant operations, led to tabling the issue until the Port’s attorney could be present.
- 04-21-1998 After further consideration of the issue, Port Commissioners decide not to ‘proceed with approval of a motor-cross track.’ At Bingen, the Sewer Line Project is held up until pumps are received. Commissioner Deo prefers a gravity flow system and feels that a pump system is ‘an engineering mistake.’ Manager Stacy counters that ‘they are more trouble-free than they used to be.’ Citing the lower future cost of a gravity flow system, ‘PC Deo requested a written explanation from Engineering specifying why a pumping system was installed at the R. V. Park rather than by gravity system.’
- 05-19-1998 Port Commissioners approved Resolution 4-1998, concerning 50 acres to be declared surplus at Dallesport. ‘The curve on Highway 14 makes determination of the exact acreage difficult. A survey cost was estimated at \$2,500, and PC Vinyard suggested splitting the cost of surveying the property between the Port and the purchaser.’ The Bingen Point Road & Sewer Line Project was ‘90% complete, with the sewer line, pumps, vault, wet well, and RV park STEP system in place...\$27,000 was the original bid amount from the contractor...with the Engineer’s estimate at \$7,000. When considering gravity feed line, the contractor indicated that the cost would be an additional \$36,000 due to trenching and unstable soils.’
- 06-23-1998 Narinder Kumar, in presenting the Annual Report, stressed the Port’s indebted position, which hindered the ability to service their debt. He stated ‘that is why the Port must sell fixed assets,’ as they had done in 1997. This prompted a comment by former Commissioner Lon Johnson, who objected to selling Port assets to cover debt. ‘He suggested that the Port should consider new management, since when he left the PC was in the black, and he felt that not much progress has been made on the property at Bingen

Point.’ Former Commissioner McCuiston disagreed with Johnson, concerning the Port’s financial status at that time, and defended the work progress at Bingen. Port Commissioners were in consensus that sale of surplus property would be an effective means of aiding debt reduction. Resolution 5-1998 reaffirmed this position, authorizing the Port Manager to put the Dallesport 50 surplus acres up for competitive bid, with a minimum amount set at \$200,000.00

- 07-07-1998 Bingen Lake posed a maintenance problem for the Port Commission. The Gorge Trust had contributed \$30,000 to ‘assist with the lake’s ranking into the Federal Wetland Program.’ Wintertime flooding of the lake had been an issue in the past, but was seen as necessary for plant diversity. The Port wished to avoid an expensive maintenance obligation (‘pump house, electricity, etc.’) and was considering installation of a ‘flapper valve’ connection with the Columbia River. At Dallesport, Gary Collins, of SDS, ‘stated that he has a State Safety Inspector from Pasco coming down to look at the crane this week. He is uncertain if they can utilize the crane.’ The Port still owed a considerable amount to the Port of Vancouver for the crane, but ‘if the crane is not certifiable, then the PC would have decisions to make.’
- 07-08-1998 At a workshop meeting, leases with Weyerhaeuser and Scrap-It, Inc. were discussed. ‘Counsel Reinhart stated that the general provisions are better than the Port had previously had within their leases,’ and ‘as the Port addresses problems, provisions will change accordingly.’ Master Plan/CCR proposals were also reviewed at the meeting. They included submissions by J D White Co., Mitchell Nelson, James Hulbert, CIDA, Waker Associates and LRS. ‘PC Harvey stated that he was impressed with all of the proposals and felt that it was time to narrow down the proposals for interviews.’
- 07-21-1998 Bids for the 50 surplus acres at Dallesport were opened. Wayne Rocky Webb’s bid of ‘\$200,000.00, with a \$100,000.00 down payment’ was accepted, pending successful application for a Conditional Use Permit (CUP) from Klickitat County. Webb’s intended use was ‘for the future relocation of a livestock sale yard and auction business.’ The Klickitat County Board of Commissioners had offered to ‘buy the property in trust for the Port,’ and ‘was adamant that the Port not sell additional property.’ ‘PC Deo recommended that a letter be sent to KC BOC advising them of the decision, and felt Mr. Webb’s bid was an appropriate bid and use of the property.’ The Port Commission convened an Executive Session at 7:07, to discuss personnel matters with Manager Stacy. ‘Mgr. Stacy left at approximately 7:25...AEA Sherwood was asked to join the Executive Session at approximately 8:15 p.m.’ When the Executive Session was adjourned at 8:41 and Open Session resumed, ‘PC Deo stated that in the best interest of the Port of Klickitat and primarily to show fiscal responsibility by this Commission I make a motion in the effort to achieve a balanced budget, to eliminate the Port Manager and transfer much of his duties to the Administrative Executive Assistant.’ The Commissioners approved the motion, along with a succeeding one ‘to change AEA Sherwood’s job title of AEA to Acting Director.’
- 08-18-1998 After a continuing series of problems, it is decided to close the RV Park ‘to overnight camping on the day after Labor Day, September 8.’ The Road Resurfacing/Sewer Line Project received a final inspection, and a ‘letter of substantial completion’ was submitted. There was an issue concerning cost over-runs totaling nearly \$51,000 for extra rock, asphalt and engineering. ‘AD Sherwood will investigate the over-run costs with the engineer and contractor.’ Port Commissioners adopted an amendment to ‘clarify the Commissions acceptance of the Rocky Webb bid’ for land at Dallesport. Under the amendment, Webb would not have to apply for a CUP, as his intended use was ‘allowed for within the KC Zoning Ordinance.’

- 09-15-1998 Riley Bros. use of Port land at Dallesport is coming to a resolution. ‘Jim and Matt (Riley) will prepare a proposal for final arrangements within two months.’ The barge dock crane ‘continues to be a hindrance to the operations of Talmo, as they must work around it, sometimes moving the barge three times until it is loaded.’ AD Sherwood is seeking a meeting with ‘the Port of Vancouver to resolve the crane problem.’
- 10-20-1998 With the passage of Resolution 9-1998, the Port Commission accepted the completed Road/Sewer Line Project at Bingen Point. At a subsequent October meeting, the resolution was amended to reflect the ‘corrected James Dean contract amount’ of \$435,335.32.
- 11-03-1998 After a series of interviews, Port Commissioners choose LRS and Steve Tessmer as the consulting team to implement the Master Plan, citing their ‘better understanding of the communities needs and (they) would be able to proceed with the CCR’s and Master Plan within the fastest time frame.’ In other Bingen Point matters, ‘the Klickitat County Board of Commissioners approved of applying for the \$15,000 utility grant which would assist with utilities needed for a building ICE would like to build.’
- 12-01-1998 Completion of well drilling by the City of White Salmon led to a question by PC Deo regarding the amount of water the Port would receive. ‘AD Sherwood reported that the Port will receive approximately 5% of water as related to the \$100,000.00 contributed by the Port from the USDA Rural Business Enterprise Grant. Bingen Lake was also discussed. Steve Stampfli, from the Underwood Conservation District, ‘reported that the government will pay a landowner for a permanent easement in paying the total cost of restoration, pay an in-kind charge for the permanent easement, pay the legal cost to prepare the document that establishes what would be the Conservation’s responsibility.’ To ensure a successful Federal Wetlands Program application, the Gorge Trust will include all partnerships and forms of contribution. Nancy Randall Arnold ‘stated that the Gorge Trust...would participate in 50% of the cost of installing a new culvert.’ Port Commissioners instructed AD Sherwood ‘to write a letter to the Gorge Trust stating the Port’s commitment.’
- 12-15-1998 ‘AD Sherwood reported that POV (Port of Vancouver) will be making a final formal action on Tuesday, December 22, 1998. They will forgive the Port the \$65,000 debt owing on the crane with stipulation that the Port will arrange for its dismantlement and removal of the crane. If it is surplus, any money will go to the POV from the sale.’

1999

- 01-19-1999 Mike Ferris, USFS, informed AD Sherwood that the \$24,000 grant application (with a \$6,000 Klickitat County match) was due for funding approval at the end of January. In conjunction with a \$200,000 USDA Rural Development business enterprise grant, the money will be applied to Bingen Point development. Steve Tessmer contacted Mt. Adams Loggers Association to advise them of the inclusion of their property ‘in the Master Plan and keep them informed.’
- 01-22-1999 The Port of Klickitat and the Klickitat County Board of Commissioners held a joint meeting ‘to discuss mutual interests in the Dallesport area,’ including ‘future development, water rights, the proposed sewer system and the airport at Dallesport, as well as the Port’s debt to DCD (Department of Community Development).’ The Klickitat BOC ‘recommended that steps be taken now to increase the water supply’ in support of future development. Klickitat BOC was also supportive of the effort to absolve the remaining \$83,000 debt to DCD.

- 02-05-1999 A Special Meeting was held, with members of the Citizens' Steering Committee in attendance. The topic was the Bingen Point Master Plan. Steve Tessmer, Gorge Associates, and Jack Lyon, LRS sought Steering Committee input on 'establishing goals and a vision for Bingen Point.' Another Special Meeting, held later that day, involved the Boards of Commissioners from the Port, Klickitat County and the Klickitat County P. U. D. #1. 'The discussion, in a free flow manner, covered the proposed sewer system and future development' at Dallesport. The Commissioners agreed upon the need for future meetings.
- 02-16-1999 A Facility Design Plan for wastewater at DIP is under discussion. 'Tentative construction schedule indicates finishing the project by September 2001.' \$12.2 million dollars is the estimated cost of construction. In other Dallesport matters, 'AD Sherwood informed the PC Dallesport Log Yard is 90% finished with their yard improvements.' Weyerhaeuser has conducted the work and is 'considering installing their own weight scale,' possibly in the staging area, which would involve negotiations with SDS.
- 03-26-1999 Reporting to a meeting of the Citizens' Steering Committee for the Bingen Point Master Plan, Steve Tessmer said 'that it had proved easier to get the Covenants, Conditions and Restrictions (CC&Rs) than had been expected. A Disc has been obtained from the Port of The Dalles and editing it will be easy. What is in place is almost exactly what is needed.'
- 04-06-1999 Narinder Kumar, in presenting the year-end review/annual report, noted that 'marine terminal operations and sale of water show a healthy trend toward increased revenue,' and he 'felt this was a good report with positive trends.'
- 04-15-1999 A Special Meeting was held to update efforts on the Bingen Point Master Plan. Adequate parking for proposed recreational uses was emphasized. 'In the prior log sort yard area where the soils may not be suitable for building, a large open area has been created for green space and parking.' Walking paths represented on the map shown by Steve Tessmer 'should not be within the wetland buffer area nor should parking or buildings be located within the 50-foot buffer zone.' The mix of variably sized buildings, under the plan, was also represented.
- 04-20-1999 Royal Hovinghoff, of Eternal Rest Pet Services, Inc., presented a proposal for a pet crematorium, to be located at Dallesport Industrial Park. In exchange for 'substantial improvements to the land (Water and septic systems) and constructing a nice looking building,' Hovinghoff requests a waiver of payment for the first 3 months occupancy. 'The PC feels that if a contract could be signed on lot #34 by the end of May, they are agreeable to waiving the payment of rent for 3 months.'
- 05-07-1999 The Mt. Adams Chamber of Commerce was sponsoring a circus, to be held on the Port's Bingen property, on 'Friday, May 7, with show times at 5 and 7 p.m. Free children's tickets are available.'
- 05-18-1999 The Bingen Point Master Plan was presented. Jack Lyon, of LRS, 'stated the main focus in the development is job creation while maintaining a desirable area for other activities.' Four phases of development were slated, beginning at the 'eastern end of the property on through Phase IV at the west end.' CC&Rs and a landscape plan were included, 'to protect and enhance the development.' The Public Hearing for the plan was scheduled for 6/22.

- 06-22-1999 Port Commissioners agree to ‘the addition of road improvements as number two in the short-term goals for both DIP and Bingen Point.’ The addition of road paving to the goals will ‘assist in grant funding requests.’ \$30 million dollars are available through CERB and WASHDOT. Resolution 3-1999 formalizes the addition by approving ‘two types of applications to CERB for grants or loans. One is for road paving and the other for building construction.’ In other Bingen matters, AD Sherwood is authorized to ‘meet with Mr. Newman to finalize the agreement’ regarding his sailboarding school at Bingen Point. A \$200-dollar per month concession rate will allow for a security trailer on the site. The Port has also issued a ‘request for a six-month extension of the Project Completion date for the multi-jurisdictional water system.’
- 07-06-1999 Port Commissioners adopted the Bingen Point Master Plan. AD Sherwood noted that ‘most of the comments were favorable to the Plan.’ Objections to the plan’s impact on the Bingen Lake wetlands were raised at the public hearing, and the Commission hoped to resolve these by the inclusion of Columbia River United in planning trail locations, along with review of the CC&Rs by White Salmon’s Public Works Director. At Dallesport, the Port Commission stood by a decision to terminate the barge dock operating agreement with SDS, despite that company’s objections. A letter from the State Auditor’s office raised several concerns regarding the agreement, including the “Gifting of Public Funds,” for SDS limited use of the dock.
- 07-20-1999 Port Commissioners, citing the temporary nature of the title “Acting Director,” carry a motion to ‘offer AD Sherwood the full-time permanent position of Executive Director,’ which Sherwood accepts. At Dallesport, ‘NW Associates sent a letter terminating their lease of Lot #11 effective July 6.’ Cleanup will be required before their performance bond will be released. In other Bingen matters, ‘Steve Tessmer reported that a draft response called a “jeopardy opinion” has been received from NMFS regarding the Bingen Marina development.’ NMFS has not approved development planned there, as ‘it appears NMFS didn’t read the biological assessment that was required of Gorge Harbor Marina.’ Their concerns were addressed in the biological assessment. ‘A meeting will be scheduled...with NMFS, Corp of Engineers, and Gorge Harbor Marina’s consultant to try and resolve this issue.’
- 08-03-1999 The Port has submitted CERB Loan/Grant application. \$353,606 is requested as a loan, and the Port seeks ‘a grant of \$751,413 for construction of a 10,000 square foot building, road improvements and extension of infrastructure.’ Port Commissioners pass Resolution 4-1999, authorizing ED Sherwood ‘to sign contracts on behalf of the Port regarding the Bingen Point projects should funding be granted.’
- 09-21-1999 The Community Economic Revitalization Board (CERB) approved the Port’s grant/loan application for work at Bingen Point. Port Commissioners discussed lease renewal for various tenants, including Dallesport Foundry, ICE, Riley Bros., and Insitu. With respect to the Bingen Marina, PC approved a letter ‘from the Port to the COE explaining the Port’s philosophy regarding the importance of development at Bingen Point and presenting some facts that (NMFS) may not have been aware of when formulating their “reasonable and prudent” alternatives.’ Political support for the project is being sought.
- 09-28-1999 At a workshop meeting, Narinder Kumar gave his six-month Port financial review. Legal costs were significantly reduced and ‘total General and Administrative (G & A) costs are still within the projected range. For the first time in several years the Port is showing a profit, and revenues are meeting expenses without the sale of additional property.’ In discussing the Bingen Point Master Plan, Port Commissioners noted a desire to simplify a cumbersome document, and ‘felt they lacked the expertise to refine the CC&Rs further,

and it was decided to acquire a consultant to assist in the process.’

- 10-19-1999 Port Commissioners accept Mid-Columbia Asphalt’s low bid of \$68,980 for paving work at Bingen Point. The Port has received a \$200,000 grant from the Klickitat County Board of Commissioners (KC BOC) for the Multi-Jurisdictional Water System. KC BOC requires that the system ‘directly benefits the Port by establishing a guaranteed gallonage agreement from the two cities (Bingen and White Salmon). Their grant resolution specifically stated a provision for guaranteeing gallonage to the Port as one of the conditions of their grant.’
- 11-16-1999 At a workshop meeting, Executive Director Sherwood reported that ‘she has been dealing with a private developer (and) discussing different ways to get development started at Bingen Point.’ Grant funding is in place ‘for a 10,000 sq. ft. building and infrastructure to service further development.’ The Siverson investment group is mentioned as a firm ‘who could provide all services under one roof.’ A meeting with them will be arranged. Port Commissioners approve ‘hiring Marty Irwin and Bob Westerman as project managers’ for the Bingen Point work. They were recommended as ‘disinterested third parties, not a company also interested in performing any of the other services of the project.’ Dallesport is also discussed at the workshop. With respect to marine terminal operations, ‘Bernert Barge Lines seemed to be the closest to meeting the Port’s goals.’
- 12-07-1999 ‘Exec. D Sherwood discussed a request from Ross Island Sand & Gravel for a license to transport aggregate over Port roads to the barge dock.’ Recognizing the income potential for Dallesport, Port Commissioners approve negotiations with Ross Island. Marine Terminal Operator proposals were also discussed. ‘Mid-Columbia Terminals (Bernert Barge Lines/Dallesport Log Yard) was closest to matching the Port’s goals, although a conflict exists there also,’ with Bernert moving Weyerhaeuser’s logs and Dallesport Log Yard controlling Weyerhaeuser’s log sort yard. ‘PC Harvey felt that having an independent operator, preferably a Port employee, was the best option,’ but ‘Port finances may not make that a viable option.’ Port Commissioners decide to ‘have Mid-Columbia Terminals give a presentation to the PC after the joint meeting with the Klickitat County Board of Commissioners on Dec. 16.’
- 12-21-1999 The presentation of the Marine Terminal Operator RFP (Request for Proposal) by Mid-Columbia Terminals emphasized ‘aggregate needs in the Portland Metro area’ and the equitable use of DIP by area rock producers (Ross Island, Pacific Rock, Pacific NW Aggregate and Riley Bros.) ‘to insure market development.’ ‘Mid-Columbia Terminals will handle normal scheduling with any conflicts not resolved by the operator would be arbitrated by the Port Director.’ After further discussion by interested parties, Port Commissioners required ‘more time to consider the information before making a decision.’

2000

- 01-04-2000 Port Commissioners continued the discussion regarding a Marine Terminal Operator for Dallesport and operations there in general. PC Deo noted Ross Island Sand & Gravel’s proposal, saying that ‘he felt it was beneficial to separate Lot #46 from the barge dock for an aggregate operation, which is where Ross Island proposes to build such a facility.’ Mike Henry, of Mid-Columbia Terminals, maintained that they could provide funding options equal to Ross Island, and feared that ‘separating Lot #46 from the barge dock will kill all the other operations that could go on at the Port.’ Recognizing the immediate revenue-generating impact of aggregate shipping, ‘PC Deo stated that any aggregate miner would be able to load and ship from the dock.’ PC Deo affirmed that ‘the PC would not enter into any contract which did not keep the facility open to everybody.’

Port Commissioners directed Executive Director Sherwood ‘to negotiate a detailed proposal on Lot #46 with Ross Island.’ At Bingen Point, Port Commissioners issued a Notice to Proceed, ‘for architectural and engineering service to CIDA/MGA for the design of an approximately 10,000 sq. ft. building.’ The personal service contract was not to exceed \$37,961.00.

- 02-15-2000 At Dallesport, the Port was proceeding with termination of the Scrap-It lease, and had sold the RAMCO building to Dallesport Lumber Co. The Port was also interested in sewer facilities at Dallesport, and ‘Klickitat County and the PUD feel they are close to a workable agreement regarding operation of the facility.’
- 04-04-2000 ‘Exec D. Sherwood reported that the final contract documents from CERB are in the mail. She displayed and discussed the plans for the new building.’ Port Commissioners agreed to have CIDA ‘move ahead with design’ for the Bingen Point building. Bid opening was scheduled for April 28. At Dallesport, ‘Exec. D Sherwood reported that the deadline for an agreement with Ross Island has passed and an agreement has not been reached.’
- 04-18-2000 Dallesport Foundry has been sold to Brett Rose, without the contract-mandated notice and attendant first right of refusal to the Port. Counsel ‘may advise the Port to file a lawsuit against Dallesport Foundry to at least accelerate the contract balance due to the Port.’ Narinder Kumar’s 1999 financial report reveals ‘a net income of \$131,974.09’ for the prior year, giving the Port the ‘capacity to borrow money for positive cash flow projects.’
- 05-09-2000 Counsel informs the Port Commission of his visit to Scrap-It. ‘He stated there is a tremendous amount of junk on the property to clean up... a lot of which may have little value at auction.’ Port Commissioners agree to assign the material to Rocky Webb, for a May 27 auction. Dallesport Foundry is also discussed and may be subject to a foreclosure complaint filing. TEAM construction submitted the low bid for work on the new Bingen Point building, at \$1,031,050, plus \$72,173.50 sales tax. Port Commissioners award the contract to TEAM. To aid in the IAC grant application process, the PC approves Resolutions 5-2000 (funding assistance for a boating facilities program) and 6-2000 (Washington Wildlife & Recreation water access). NMFS ‘has been convinced that this project (Gorge Harbor Marina) is okay...but they need all the support data and proof that they have done due diligence in the approval process.’ Bingen Point ‘is now included in the industrial lands database on the Washington Development Network web site and the Dallesport site will soon be added.’
- 05-23-2000 ‘The ground breaking ceremony for the Port’s new 10,000 sq. ft. building took place at 4:00 Exec. D Sherwood took the first scoop with a golden shovel before the PC representatives from TEAM Construction, Port staff and Linda Creagar of White Salmon.’ At Dallesport, Scrap-It had paid their past due rent and now had until May 31 to clean up the property. A meeting with Riley Bros. Concrete and Ross Island representatives sought ‘common ground, and also to determine what each entity needed to do,’ with regard to aggregate mining at Dallesport. ‘One item the Port needs to work on is a reclamation plan for the DIP property.’ There is also a ‘PC consensus for Exec. D Sherwood to begin negotiations with Mid-Columbia Terminals,’ for barge dock facility operation.
- 06-06-2000 Port Commissioners approve Resolution 7-2000, which adopts the Comprehensive Parks and Recreation Plan developed with the assistance of Wika Marketing Services. The plan will be submitted to IAC. ‘A six-year capital improvement plan is necessary part of the

application to the IAC and a draft plan is included.’

- 07-11-2000 Work on the new building at Bingen Point continued, with the cement slab being poured. ‘The steel for the pre-engineered building may be delivered a couple of weeks early due to the elimination of the dormers.’ Project costs were in excess of budgeting, leaving the Port with an estimated cost of \$20,000. The Port’s 33% match on the IAC boating access grant project was set at \$64,000 (out of a projected \$195,000). Tenneson Engineering was authorized to proceed with a boundary survey of Bingen Lake for \$3,850. At Dallesport, ‘Exec. D Sherwood reported that she signed a memorandum of understanding with the County road Dept. to assist in preparation of a reclamation plan for the Port’s aggregate pit at DIP.’ PC Deo advised the Commission that Dallesport Lumber Company had invested ‘approximately \$300,000’ in RAMCO building improvements, and created 3 new jobs.
- 08-01-2000 At a workshop meeting, Port staff and commissioners discussed a Capital Improvement Plan (CIP) to identify and prioritize project work at Port properties (Dallesport, Bingen Point and Bingen Point Parks & Recreation), subject to future PC review.
- 08-22-2000 In another workshop session, Executive Director Sherwood suggested ‘the addition of adoption of the CC&Rs and the landscaping plan as an administrative goal, a marketing plan under short-term goals and the Bingen Point CC&Rs and full occupancy of the new building under Bingen Point short-term goals.’ Port Commissioners also received a property survey and were asked to determine ‘which parcels may be considered for sale and the criteria required, such as number of jobs that would have to be created and location of the parcel.’ PC was in consensus ‘that none of the waterfront parcels at DIP or Bingen Point would be considered.’ As a follow-up to the CIP session, Port Commissioners agreed that ‘the Waste Water Treatment Project will be listed as number one for Dallesport.’
- 09-05-2000 ‘Exec. D Sherwood discussed the sale of the bluff property to Dave Bigelow.’ The two lots were among the last property held by the Port on the White Salmon bluff. The new building at Bingen Point was nearing completion, projected for October 6. ‘PBQ Designs would like a move-in date in December, since they are now in their Christmas rush production.’
- 09-19-2000 ‘Exec. D Sherwood discussed the arrangement with Innovative Composites Engineering to occupy the new building on a temporary basis until a new building can be constructed for them. The tenants originally slated to occupy the building will move into some of the space vacated by I.C.E. in the present building.’ Recognizing the need for additional construction, Port Commissioners adopted a revised project priority list, moving the ‘construction of a 15,000 sq. ft. building from #13 to #1 on the Bingen Point priority list and increasing its size to 20,000 sq. ft.’
- 11-07-2000 The new building at Bingen Point was complete and ready for occupancy by ICE. ‘The Ribbon Cutting Ceremony began shortly after 3:00 p.m. Exec. D Sherwood and PC Vinyard thanked the many people who made the new building possible. The PC cut the ribbon to the building letting 38 guests enter for a tour of the building after which cake, punch and coffee was served to the public.’ After change orders were factored in, ‘the total cost ended up at \$1,034,398’ (TEAM Construction’s original bid was for \$1,031,050). The Port received a proposal from Kennedy/Jenks, which included ‘a revised preliminary analysis of projects the Port would like to do in conjunction with the sewer project. The cost of potential infrastructure improvements at DIP amounts to \$1,600,000.00.’

- 11-21-2000 Port Commissioners carry a motion to surplus the Dallesport barge dock crane, which ‘currently blocks efficient loading of barges.’ At Bingen, control valves for Bingen Lake pump #1 had been installed. ‘This is the final expense for the planned lake pumping improvements.’ The Army Corps of Engineers extended the dock/ramp permit for the Bingen Marina. ‘Official notification has been received from the Interagency for Outdoor Recreation Committee (IAC) that the Port has been granted \$169,762.00 for the dock/ramp project. Work will most likely begin next fall.’
- 12-05-2000 PBQ Designs and Superior Tape & Label have signed leases for building space at Bingen Point. Port Commissioners carried a motion ‘to upgrade the Dallesport infrastructure improvements to #2 in priority.’ This had previously ranked #13.

2001

- 02-06-2001 The financial report for 2000 shows that the \$42,800 debt to DCD has been retired. Aggregate mining matters took up the Public Comment portion of the meeting. Jim Riley, citing Riley Bros. unwillingness to work with Ross Island Sand & Gravel, offered to ‘drop the “exclusive use” clause from the operator’s agreement (at Dallesport), if the Port was willing to extend the lease an additional 20 years.’ This would aid the Port in any potential agreement negotiations with Ross Island. Mike Smith, of Dallesport, urged the Port to move forward in the permitting process for an aggregate load-out facility. He also ‘offered to assist the Port in their efforts to complete a reclamation plan for the Port’s mining operation property at DIP.’
- 02-20-2001 Aggregate production was a leading topic at the Port Commission meeting. John Shaffer, Pacific Rock Products, gave a presentation on his company and the variable need for building material in Portland. He emphasized the length of the permitting process, noting that ‘the Port would be two years out as far as getting rock out at Dallesport just because of the time needed to get permits in place.’ Pacific Rock has the resources and will to invest in a load-out facility, provided that they could get a ‘20 year agreement with an option to extend.’
- 03-20-2001 The National Marine Fisheries Service (NMFS) has ‘expressed a willingness to met with the PC for further discussion’ of issues related to the Bingen Marina. Negotiations with Steve Tessmer, Gorge Associates, for an agreement to develop the Bingen Marina are in progress. Pacific Rock Products gave a more thorough presentation for a proposed aggregate load-out and mining plant at Dallesport, addressing capital improvements, royalty payments, quantities, and other operational matters.
- 04-03-2001 Pilot Knob has approached the Port, requesting a lease on ‘approximately 2.5 acres of Port property at Bingen for the storage of 20,000 tons of rock.’ It is expected to ‘create 4 full time jobs...plus benefits. The Port Commission concurs on use of ‘Parcel 10 as the best location. At Dallesport, Lampson, a crane supply company, has ‘suggested the use of their crane to dismantle our crane to move it to a less obtrusive location.’ Dallesport Log Yard is also interested in dismantling the crane. ‘PC Deo discussed the information necessary to put the crane up for auction on eBay.’
- 05-01-2001 ‘Exec. D Sherwood discussed the Memorandum of Understanding from CERB regarding the Port’s use of the 1280 square feet behind the Port office in the SBDC for a period of 5 years. CERB has agreed to allow the Port to use that space for a maintenance shop and the Port will in turn lease out the current maintenance building.’ The inter-local agreement, under the Multi-Jurisdictional Water System, has been signed, ‘and the Port is now guaranteed 5% of the water.’

- 05-22-2001 Jim Herman presented the Port’s Annual Report, stating that ‘cash generated by operations is the best it’s ever been.’ The Port had been particularly successful in obtaining grants. ‘The amount of grants received in 2000 are almost as much as the amounts received in years 1995 through 1999 combined. This is a nice way to get money to generate assets and places for businesses to come into the area.’ Port Commissioners gained a better understanding of Bingen Marina issues between NMFS and the Corps. At a meeting with Exec. D Sherwood, PC Vinyard and Steve Tessmer, NMFS representative Kate Vandemoer thought that it would speed the process to have ‘the Port be the applicant instead of the Corps.’
- 06-19-2001 Bell Design was contacted ‘to let them know that the Port would like to enter into a professional services agreement with them for the (Bingen) Doc/Ramp project engineering.’ At Dallesport, ‘the KC EDA Board has recommended to the KC BOC to approve the Port’s request for a \$129,521 grant for the balance of the engineering costs for the DIP infrastructure.’ Port Commissioners approve entering into a personal agreement with Kennedy/Jenks for this purpose.
- 07-10-2001 Dallesport Wastewater Treatment Facility bidding process has begun, with bid opening scheduled for August. ‘Exec. D Sherwood has signed the easement documents with KC; everything is in place for the transfer of the property to KC for the facility and the granting of easements for collection lines.’
- 08-07-2001 ‘Exec. D Sherwood reported that Mt. Adams Loggers assoc. (MALA) has contacted the Port regarding purchase of their 7.18 acres at Bingen Point. The Port has a first right of refusal on the property.’ The Yakama Nation is considering it for an in-lieu site. At Dallesport, the Port and Pacific Rock are closer to agreeing on a lease. A plastic pipe manufacturer is also interested in purchasing land and setting up a plant at DIP. Port Commissioners reach consensus to pursue the proposal.
- 09-04-2001 With passage of Resolution 10-2001, Port Commissioners approve a grant application to the Community Economic Revitalization Board (CERB) ‘for a new 25,000 to 35,000 square foot building for I.C.E.’ In other Bingen Point matters, Port Commissioners approve leasing ‘the Port’s old maintenance shop to Mt. Home Biological, Inc.,’ which provides ‘lab supplies and bio-specimens to schools.’ At Dallesport, ‘all of the funding for the (Wastewater Treatment) project is in place,’ and bids have been awarded.
- 09-18-2001 An addendum approved by Port Commissioners adds engineering work for the Bingen Marina Dock/Ramp project to the personal services contract with Kennedy/Jenks. In a related matter, Exec. D Sherwood reported that she and Steve Tessmer met with Kate Vandemoer from National Marine Fisheries Service (NMFS)...regarding the mitigation agreement and hydraulic permit for the Marina project. Dr. Vandemoer assisted by suggesting improved language in those documents.’ Superior Tape & Label and PBQ Designs are letting their leases at Bingen Point expire. An issue of potential concern arose, when ‘the Shorelines Hearings Board invalidated (on August 17) the Shoreline Management Guidelines that the DOE adopted in November 2000.’ At issue was the difficulty ‘a 200 foot setback from the Columbia River’ would pose to Port operations.
- 10-02-2001 Results from the 2000 census highlight a ‘need to redistrict the Port Commissioner District boundaries’ to maintain ‘districts (that) are of fairly equal population and are consistent with the voting precinct boundaries.’ Exec. D Sherwood and Klickitat County staff will work together in advance of the January 2002 deadline. Mt. Adams Loggers Association requests termination of the ‘underlying agreement they have with the Port for

the Shorelands lease as of September 30, since they have no further use of the property.’

- 11-06-2001 Port Commissioners authorize an engineering soil analysis on Parcel #13 at Bingen Point. Gorge Delights, a fruit drying operation has expressed interest in leasing the parcel and constructing ‘a 33,000 square-foot building.’ Betz Construction is the low bidder on the Bingen Point Dock/Ramp project, at \$203,885.00. ‘The engineers’ estimate was \$209,025.00. In order to meet the in-water window,’ Exec. D Sherwood ‘asked for the authority to award the bid to the lowest, most responsible and responsive bidder based upon the Port Engineer’s written recommendation.’ Port Commissioners agree to this. At Dallesport, the Wastewater Treatment Facility is taking shape, and ‘material removed from the facility site (Parcel #9) is being stockpiled on lots #24-26 for future development use.’
- 11-20-2001 ‘Exec. D. Sherwood reported that Rodger Ford won the election for the open PC position. She stated that it has been a pleasure working with PC Harvey and that he will be missed. PC Harvey reported that he has spoken with Mr. Ford and feels he has a lot of enthusiasm and will do a good job.’ After a favorable review by Kennedy/Jenks, Betz Construction is awarded the contract for work on the dock/ramp project.
- 12-04-2001 Gorge Delights representative Ron Wherry hopes ‘to reach agreement with the Port quickly and then be able to start construction at the end of December or early January.’ 40-43 people would be employed in production of five different dried fruit products.
- 12-18-2001 On the Bingen Marina Dock/Ramp project, ‘Exec. D Sherwood reported that construction has begun with excavation of the old ramp.’ At Dallesport, ‘Riley Bros. Concrete is doing the concrete work’ on the Wastewater Treatment Facility (WWTF). Port Commissioners and staff held a workshop with Steve Tessmer and Port Consultant Brian Hanke to discuss lease provisions and ‘the question of Gorge Harbor Marina’s start-up costs as a capitalized investment for the purposes of calculating rent.’ Gorge Harbor’s Tessmer is ‘asking that \$275,000.00 be allowed as a capitalized expense... deductible from future rent payments.’ In the interest of developing the most equitable arrangement, ‘Exec. D Sherwood and Byron (Hanke) will meet to discuss possible lease structures.’

2002

- 01-15-2002 The proposed lease with Pacific Rock, for an aggregate load-out facility at Dallesport, is complete, with the exception ‘of what Pac Rock would charge the Port per hour to use their conveyor system to move Port material.’ Pacific Rock will first work out their estimated costs before fixing a rate. ‘Exec. D Sherwood reported that she completed applications for two Forest Service Grants. The first was a \$20,000.00 grant for infrastructure engineering and design for the Gorge Delights project,’ supplemented by \$8,800 from Klickitat County and an \$8,000 Port match. ‘The second was an application for a \$50,000 grant for pre-design engineering and engineering for a building for I.C.E.s proposed expansion.’
- 02-05-2002 Betz Construction completed the Dock/Ramp project work, ‘except for paving which will be done in the spring.’ ‘National Marine Fisheries Service (NMFS) out of Oregon viewed the site and stated that Betz would have received a letter of commendation for this project had it been done on the Oregon side.’
- 02-19-2002 Gorge Delights has scaled back their proposed operation at Bingen, significantly impacting the number of jobs to be created, which was a factor in the Port’s decision to sell property to Gorge Delights. Port and Klickitat County Commissioners support the idea of this kind of plant and would like to see it become a reality. After further

discussion of the Dallesport aggregate load-out facility, Port Commissioners sign an agreement with Pacific Rock Products and approve a letter of understanding between the two entities.

- 03-05-2002 ‘Exec. D Sherwood discussed the meeting she had with Dana Peck, Tom Seifert and Steven Sliwa, the new CEO of Insitu. The purpose of the meeting was to pursue ways to keep Insitu in Klickitat County. Now that they are receiving funding from Boeing, they may relocate to the Seattle area.... If a building can be constructed for I.C.E., Insitu would like to move into Bldg. 1B. They anticipate growing to a point of having possibly 100 employees, right now they are talking about having 20 to 30 engineers in the \$80,000-\$90,000 salary range.’
- 03-19-2002 Amending the Port’s Comprehensive Scheme of Harbor Improvements and Industrial Development, Port Commissioners pass Resolution 3-2002, making 3.02 acres of Parcel #13 surplus property. Letters of support from various local agencies encourage the sale of this property to Gorge Delights. Developments at Gorge Harbor Marina still wait on resolution of issues with NMFS. ‘Exec. D Sherwood stated that it seems like the goal posts keep moving around and it’s very frustrating.’ There was an extensive debate with representatives of Riley Bros. Concrete, with respect to granting their (Riley’s) consent to the Port agreement with Pacific Rock Products. Riley Bros. wished to amend their lease to run concurrently with Pacific Rock’s, but the Port preferred to keep the matters separate. The Port needed to readjust the Riley lease property boundary to place Pacific Rock’s conveyor belt line. Port Commissioners concluded the debate by extending ‘the deadline for Riley’s consent to Monday, March 25. At 4:00.’
- 04-02-2002 ‘Exec. D Sherwood reported that Jim Riley and his attorney, Ross Rakow, signed the consent to the Port/Pac Rock agreement on Monday, March 25.’ Property line readjustment would be done in conjunction with ‘a survey of the actual open pit area...it was determined to adjust the lower boundary as close as possible to enclose the watchman’s trailer and to minimize the adjustment at the north end.’
- 04-16-2002 The Port and Gorge Delights appraisal values for the 3.02 acres in Parcel #13 differ. A compromise selling price is possible, but ‘PC Vinyard felt it may be appropriate to set a time limit for a decision from Gorge Delights whether they are committed to a deal with the Port or not. The Port will not spend any money for the infrastructure engineering until we have a signed deal.’ At the SBDC, ‘Exec. D Sherwood reported that the Port’s budget includes \$3,000 to construct the demising wall between bays A and B. The lowest bid so far is \$4,390. The project will proceed.’
- 05-21-2002 Gorge Delights (GD) has selected The Dalles over Bingen for the location of their fruit bar plant. In light of the approach taken there (construction by an investment group and leasing by GD), ‘Exec. D Sherwood felt that this gives the Port the opportunity to determine if getting an investor group that could build at private industry costs would be the prudent thing to do.’ There is still a chance that Bingen could get Gorge Delights’ puree plant. At Dallesport, work on the Wastewater Treatment Facility was ahead of schedule. Work on the DIP infrastructure was also moving ahead, with Kennedy/Jenks reporting that ‘the water system plan is 99% complete and the grading plan is complete.’ Other design components were nearing completion as well, and ‘the seismic analysis and improvements is 75% complete.’
- 06-04-2002 The Port is applying to CERB for a \$650,000 loan to fund continuing construction at Bingen Point. ‘Exec. D Sherwood, Steve Sliwa (Insitu), Steve Maier (I.C.E.) and Dana Peck (KC Res. Dev.) will go to Olympia July 18 to present the project.’

- 07-16-2002 ‘Exec. D. Sherwood reported that work continues on the Inter-local agreement between KC and the Port for \$500,000 toward Building 1D’ at Bingen Point. Klickitat County had offered this option at an earlier meeting as a method to provide support to the Port’s development efforts. Port Commissioners approved a partial contract (\$6,000) with DSP Architecture, ‘for scoping and determining exactly what the building is going to look like. This would enable DSP to give the Port a better price on the final engineering contract for design of the building.’ During the workshop session, discussion continued on the Gorge Harbor Marina Project. Several issues remain unresolved, especially in the area of financial impact. Port Consultant Hanke posed the question “How would you feel if the decision was made to walk away from the project?” ‘PC Deo responded that he wondered why Steve (Tessmer) hadn’t thrown in the towel a long time ago and still wonders if that wouldn’t be in everybody’s best interest.’ There is still a sentiment to continue pursuit of the project, however.
- 08-06-2002 CERB has authorized a loan of \$650,000 for work on Building 1D at Bingen Point. The Port will be a recipient of fill material from work on Highway 14. ‘A personal services contract was executed with Bell Design for oversight on the Hwy. 14 spoils fill project.’
- 08-20-2002 Parcel #13, now surplus land is no longer subject to Gorge Delight’s planned operations. That company has decided to locate at North Bonneville. The director and commissioners from the Port of The Dalles were present for a joint meeting with the Port of Klickitat. Both ports were similar in their business and job development goals, but differed in their approach to development, with Port of The Dalles (POTD) loaning money to investors, as opposed to the Port of Klickitat’s more direct involvement. POTD also favored land sale over retention through leasing. Their Director, Scott Hege felt that ‘it would be best for POK to find a way out of owning the roads and infrastructure, possibly through annexation to the City of Bingen. Annexation issues were briefly discussed.’
- 09-03-2002 John Buzzone, Kennedy/Jenks, gave a presentation on the DIP infrastructure, with particular emphasis on the water system, which ‘is in good shape overall for what it does. The biggest problem right now is that there are not enough fire hydrants and too many dead end lines that need to be flushed.’ When presented with the landscape plan, PC Vinyard ‘preferred a more dry land approach utilizing more hardscape (rocks) which would also reduce the water and maintenance requirements.’
- 09-17-2002 Port Commissioners approve signing the Intergovernmental Agreement, ‘which outlines MCEDD’s (Mid-Columbia Economic Development District) agreement to provide certain administrative services to the Columbia Gorge Economic Development Association (CGEDA).’ The Port is a member of CGEDA, and signing the Intergovernmental Agreement allows MCEDD to ‘expend funds on our behalf.’ The intended use of Highway 14 fill ‘to help complete the wetland delineation berm and fill Parcels #1-5 along Lakeview Blvd.’ has caused the Washington DOE to raise the issue of re-delineating the boundaries of Bingen Lake. ‘Due to past flooding and the lack of pumps and electricity to keep the lake at historical levels, the lake had expanded beyond its normal boundaries for a period of 2-3 years.’ The Port Commission is unwilling to engage in re-delineation of Bingen Lake, but ‘it was determined that the Port could accept the fill and stockpile it in an area outside the area of concern’ (wetland delineation berm).
- 11-05-2002 The Gorge Harbor Marina Project was a subject of discussion. ‘Exec. D Sherwood reported to Steve Tessmer that the PC was not in favor of separating the project into two

components; the marina portion and the residential portion. IAC grant funds would not apply to leased slips in excess of 14 days. The PC also wanted to see a proposal that was not based on the old agreement and one that allowed the Port to receive fair market value for the parking lot property and for the marina water area.’ Port Director Sherwood and Steve Tessmer ‘will continue to work on developing a workable agreement.’ Insitu has added ‘\$93,000 of improvements to Building 1A. Insitu applied for and has been granted a state sales tax deferral for this work.’ At Dallesport, Ross Island Sand & Gravel ‘would like to revive their conditional use permit for the Dennis property, and, therefore, would like to use Port roads and water to facilitate export of aggregate. Chuck Steinwandel (Ross Island) says that the cost of improvements to meet road standards required by the permit is a “deal killer” and wondered if there was any latitude in the requirement. The Port will be cooperative, but the standards are set by KC, and there should be no cost to the Port.’

11-26-2002 National Marine Fisheries Service (NMFS) has suggested that the Corps of Engineers start over on their ‘request for Endangered Species act consultation’ at Bingen Point, ‘since the permit has been several hears “on hold.” State Fish and Wildlife has come back with some criteria that they think they could approve the permit forward without starting over with consultation.’ At Dallesport, development scenarios are discussed. ‘The KC Board of Commissioners would like to see some development activity in light of their considerable investment in the waste water treatment facility.’ Exec. D Sherwood ‘asked if the PC had any thoughts as to which scenarios made the most sense, or did they think that this was the time to seek assistance from real estate developers.’ Port Commissioners reach ‘consensus to publish a Request For Qualifications for assistance in a property assessment.’

12-10-2002 The Klickitat County Board of Commissioners ‘have budgeted \$500,000.00 for Bingen Point Building 1D and \$750,000.00 for infrastructure improvements at DIP based on the Kennedy/Jenks report.’ James Dean is the only local contractor with ‘the large equipment necessary for the Port’s Berm/Fill Project.’ Port Commissioners accept Dean’s Option 1 proposal ‘for placement of the rock from the Bingen Sewer Plant waste site for continuation of the berm...at a cost of \$11,400.00.’

2003

02-04-2003 Port Commissioners pass Resolution 4-2003, ‘providing for the issuance and sale of limited tax general obligation bonds of the Port in the amount of...\$1,100,000.’ The Bond sale proceeds go towards construction of Building 1D at Bingen Point. Port Commissioners also approve a personal services contract, with DSP Architecture ‘for the engineering work for the Bldg. 1D project at a cost not to exceed \$122,149.81.’ James Dean Construction has completed the new berm road at Bingen Point. At Dallesport, the Kennedy/Jenks personal services contract has been amended to include ‘additional costs to revise the design drawings, and the specifications were negotiated to be \$3,800.00 each, increasing the total project budget to \$179,300.00.’

03-18-2003 After reviewing building height restrictions, ‘the height restriction of 35 ft. will be changed to 50 feet,’ which allows more flexibility in building design, yet does not compromise fire department capabilities. Port Commissioners subsequently ‘approve Resolution 5-2003 formally adopting the Bingen Point Master Plan, including the Landscape Plan and the Conditions, Covenants & Restrictions.’ At Dallesport, Port Commissioners accepted the survey performed by Taylor Engineering ‘as the footprint for the operating agreement’ to be concluded with Riley Bros. Concrete. The issue of the watchman’s trailer on Port property ‘will be addressed at another time.’

- 04-08-2003 On the Gorge Harbor Marina Project, ‘Exec. D Sherwood reported that the two remaining outstanding issues, other than the underlying contract between the Port and Gorge Associates, are the design of the fuel dock and the vegetation plan.’ In other Bingen Point matters, the Port Commission approved going forward with negotiations on a ‘proposal for the purchase of 1 acre of Parcel #13,’ and allowed Insitu ‘to construct a temporary 12 X 16’ building...which will be used for engine testing.’ At Dallesport, Port Commissioners approved ‘entering into a Personal Services Contract with Taylor Engineering, not to exceed \$6,000.00, for the preparation of a reclamation plan for the Riley Pit at DIP.’
- 04-22-2003 Port Commissioners ‘award the contract for the construction of the Port’s 25,000 sq. ft. Building 1D at Bingen Point and its associated infrastructure to TEAM Construction, Inc., in the amount of \$1,225,532.73 plus WA State sales tax.’
- 05-06-2003 The Port has received large dimension boulders from the Highway 14 Fill Project. ‘Their large size is even difficult for his (KLB- contractor) equipment,’ which makes them difficult to move onto the low berm and would endanger the silt fences established under Washington Fish & Wildlife permit. ‘PC Deo stated that the Port needs an estimate of the percentage of boulders vs. dirt to expect.’ The Port does not want large boulders occupying valuable property. Port Commissioners declare DIP Lots 23 & 24 surplus property for potential sale.
- 05-20-2003 Port Commissioners approve a ‘Memorandum of Understanding between the Port and Klickitat County regarding infrastructure development at DIP.’ Klickitat County and the Port sign the MOU in June, which also includes Bingen Point.
- 06-24-2003 ‘Exec. D Sherwood reported that the grading work has begun at the Dallesport Industrial Park (DIP).’ With respect to power infrastructure, ‘underground lines are estimated to cost \$750,000 and overhead lines estimated at \$250,000 for a looped system for the core of the park.’ Taylor Engineering is awarded a personal services contract the following month, ‘not to exceed \$12,400.00 for augmentation of a final Water System Master Plan for DIP.’
- 07-29-2003 ‘Exec. D Sherwood reported that she has sent the landscape mitigation plan to the Corps of Engineers (COE), National Marine Fisheries Service (NMFS) and WA ST Fish & Wildlife (WDFW).’ Steve Tessmer supplied fuel dock information to the agencies in a prior mailing. Work on the Gorge Harbor Marina Project may proceed pending permit receipt. The Port is also seeking a permit amendment from Washington DOE ‘to allow completion of the berm along (Bingen Point) Parcels 4 and 5.’ At Dallesport, ‘the grading is complete and the utility work has begun.’ Huggy Bear’s Cupboards (HBC) has offered the only bid for DIP Lots #23 & #24. Port Commissioners decide ‘to review the bid, wait for staff/attorney recommendations and make findings & a determination at the next meeting.’
- 08-19-2003 Highway 14 Fill Project ‘rocks and soil are being managed very well. The material is being pushed up against the berm.’ Washington Fish & Wildlife is also interested in trading ‘smaller rocks and material’ for some of the large boulders at the Port. Washington DOE is considering extension of the berm onto Parcels 4 & 5, but may require the Port to ‘submit another entire permit application.’ DOE has been supplied with a ‘Historical Summary of Environmental Restoration Actions Centered on Bingen Lake & Wetlands and Columbia River Shoreline, 1988-2003,’ by the Underwood Conservation District. Progress continues on the construction of Building 1D, with the building walls being ‘erected on two calm wind days last week.’ There is some concern

over cracking in the floor, which will be discussed with DSP Architects. Port Commissioners accept the HBC bid of \$106,600 for DIP Lots #23 & #24, ‘subject to both parties reaching agreement on the contingencies.’

- 09-02-2003 Port Commissioners ‘approve \$475,000.00 as the basic interior improvement amount for Building 1D based on an estimate by DSP Architecture.’ PC also authorizes Change Order #1 ‘to the TEAM Construction contract, which results in an increase of \$26,271.09. \$13,189.72 of that amount is the cost associated with the addition of a new 8” fire line and additional hydrant.’ Changes in the Highway 14 Project will result in less fill available for the Port. Previously acquired material is sitting on the east end of Parcel 3, which ‘is a mountain of rocks that could be used to extend the berm along Parcels 4 & 5 when permitting allows.’ The goal of the project is to have acreage brought up to grade, re-seeded, with no standing water. Port Commissioners ‘adopt the Dallesport Industrial Park Final Water System Plan as prepared by Kennedy/Jenks.’

- 09-16-2003 The Gorge Harbor Marina Project has been issued a Hydraulic Permit Application, but the start date is for November 2004. Steve Tessmer said that ‘by the time a permit is in-hand and all the other necessary steps and engineering are completed, the window of opportunity for in-water work this year will be missed.’ At Dallesport, HBC is still working out their financing and sale of their Portland building, but feel that ‘the project is still a go.’ The Port will ‘offer them an option with first right of refusal in case another business opportunity comes along.’

- 10-07-2003 Port Commissioners ‘authorize Exec. D Sherwood to sign the Klickitat County/Port Memorandum of Understanding for Marketing.’ This is another step in furthering a cooperative relationship with Klickitat County in marketing Port properties. Klickitat County has found a use for some of the Highway 14 Fill Project rocks. ‘An agreement was made with KC for fill dirt in exchange for large rocks.’ Building 1D work continues, but ‘there is a bowed area in the foundation of the new building which has caused some tilting of the panels on the west end.’ The cause of the problem is being investigated.

- 11-04-2003 The Building 1D shell has been completed. A cause for the bowed area hasn’t been determined, but ‘Tennessee Engineering will continue monitoring the building by taking elevation checks.’ The Highway 14 Berm/Fill Project was ‘completed by KLB and KC...at no cost to the Port. It has been graded and hydro-seeded.’ Compaction over 2-3 years will bring the property to build condition.

- 11-18-2003 Regarding the Gorge Harbor Marina Project, ‘Steve Tessmer reported that there were no appeals to the Hydraulic Permit Application. He has received a non-jeopardy biological opinion from National Marine Fisheries Service (NMFS). He is now ready to proceed with engineering and architectural work. Finalization of a lease with the Port is near and now even more important.’

2004

- 01-13-2004 O’Brien Constructors submitted the winning bid of \$799,339.00 for interior improvements to Building 1D. Klickitat County Building Department has issued the requisite building permits. ‘Exec. D Sherwood displayed a copy of the preliminary draft binding site plan update from Bell Design. This update attempts to overlay the Port’s adopted Master Plan with the current binding site plan.’ At Dallesport, ‘Huggy Bear has opted not to sign the option agreement for property at DIP, pursuant to their Dec. 18 letter.’

- 02-17-2004 The Riley Operating Agreement is still under discussion, with Port Commissioners

preferring to deal with all outstanding issues under the agreement, including the watchman's trailer and 'the proposed trade of the (Groves) building and fencing on Lot #39 for other Port property at DIP.' Weyerhaeuser wishes to continue leasing at Dallesport, which is agreeable to the Port. 'Exec. D Sherwood reported that she and Byron Hanke (Port Consultant) will be meeting with Rinker Materials (formerly Pac Rock) tomorrow in Vancouver. They are close to the end of their two-year due diligence period and will give an update.'

- 03-16-2004 Management of the Bingen Lake wetland was a topic of discussion. 'PC Vinyard suggested a burn permit to burn the dead grasses and blackberries that have built up around Bingen Lake prior to July 4. It is likely that a burn permit would not be issued within the wetland and buffer area. He also suggested checking the wetland buffer area to determine the location of wetland soils now that the lake level has been maintained. PC Deo stated that the Port should maintain (mow/trim) all the land outside the buffer zone. Discussion followed regarding overgrowth management. PC Vinyard suggested doing some amount clean up every year in order to facilitate Port maintenance of the area.'

- 04-20-2004 The occupancy permit for Building 1D has been issued, and Insitu is moving in. A ribbon-cutting ceremony for the building was held at the conclusion of the Port Commission meeting. At Dallesport, 'PC Deo had noticed on a visit to DIP that the crane's boom had swung out over the water and one of the restraining ropes was in disrepair. Matt Riley was hired, along with his crane, and brought the boom back to its normal position and secured it with new rope. A large compressor was discovered in the crane that will be reconditioned for use in the Port's shop.'

- 05-18-2004 'Jim Herman stated that the Port has turned around so well from five years ago that he felt it is a waste of the Port's money to pay for him to spend the time to review Port documents and come to a meeting to report that "everything is going well" to the PC. Development is happening, rents are increasing; the Port is "making its way."'

- 07-06-2004 'Exec. D Sherwood met with developers last week who were interested in residential development of the Mount Adams Loggers' Assoc. property. They were not aware that the Port had a right of first refusal. Exec. D Sherwood had discussed the property with George Fox (Port consultant) who suggested that the Port may want to consider a General Obligation Bond Anticipation Note from our local bank.' Port Commissioners approved O'Brien Change Order #2, 'in the amount of \$9,043.00 for the trench drain that was constructed at Bldg. 1D...for the loading dock's drainage.' The revised contract total was now \$814,126.00.

- 07-20-2004 At Bingen Point, 'Exec. D Sherwood reported that a final lease (in Building 1C) is in the works for Mark Ellis and should be competed and signed soon.' Innovative Composites Engineering (ICE) was in negotiations with the Port for Building 1A, Bay D. The Port had recently concluded a successful visit and tour by Community Economic Revitalization Board (CERB) personnel. 'Approximately 45 people were on hand for a tour of ICE, lunch at the Port and then a tour of Insitu.'

- 08-03-2004 Gorge Harbor Project saw progress on the regulatory front. 'Exec. D Sherwood reported that the fully executed JARPA (Joint Aquatic Resources Protection Application) has been received. Counsel agreed the permit should be signed. A draft letter to Steve Tessmer was given to the PC for review and comment.' Mark Ellis was moving into Building 1A and expecting to add 1-3 employees. 'A change of use permit has been issued by KC Building Dept. changing the building's designation from a maintenance shop to an F-1

occupancy code.’ At Dallesport, Huggy Bear’s Cupboards ‘stated that they would not be moving forward with their plans to move to DIP. They have been unable to sell their current facility and feel that they can’t hold off on improvements needed for increased production.’

- 09-21-2004 Confusion over ‘ownership of an approximately eleven-foot strip of property on the Riverwatch Drive, Overlanders Bluff subdivision’ drew Port Commissioners into discussing the Port’s former White Salmon bluff property. Glen Haack and Elmer Stacy conveyed it, without the authority of the Port Commissioners. The situation was rectified by granting ‘retroactive approval of Elmer Stacy’s authority to convey to the City of White Salmon.’
- 11-02-2004 ‘Exec. D Sherwood completed the documents nominating the Building 1D project (Insitu and innovative Composites Engineering) for consideration for a Governor’s Economic Development Award.... In completing the applications, Exec. D Sherwood discovered that both Insitu’s and ICE’s 3-year job creation projections expressed in the CERB loan application were met 6 mos. after Insitu moved into the new building.’ Steve Tessmer, Gorge Associates, ‘presented the PC with copies of his current proposal’ for the Gorge Harbor Marina project. After discussion involving the interests of SDS and how it would impact their future development, Port Commissioners advised Tessmer ‘to go to Exec. D Sherwood for review prior to it being brought to the PC.’

2005

- 01-04-2005 At a workshop session, Port Commissioners discussed Steve Tessmer’s proposal for the Gorge Harbor Marina. ‘Steve needs to have a term longer than 20 years, predominantly due to the financing issues for the town homes and the uncertainty of the unit when the 20 year term is up.’ The Port was concerned with this setting up a ‘perpetual lease’ situation. Status of the floating town homes as vessel versus taxable personal property also posed an issue. Port Commissioners preferred ‘to get PC Vinyard’s input on this issue (he was absent). Port Commissioners adopt the Binding Site Plan Update for Bingen Point. They also were encouraged to pay the bill from GeoEngineers, after Tenneson Engineering did ‘a final check of Building 1D elevations, which indicated that the building has not moved substantially since the prior check.’ At Dallesport, ‘Exec. D Sherwood has received two calls from the Dept. of Ecology (DOE) regarding the salt cakes stored in the BPA right-of-way at Dallesport Industrial Park (DIP). DOE thought the site might need to be monitored as a landfill.’ Also at Dallesport, ‘Exec. D Sherwood has been in contact with a gentleman who is interested in the crane and who sent his insurance information today. He has been here twice to look at the crane and would like to tip it over and chop it up with a shear.’
- 02-01-2005 Port Commissioners discussed the ‘capped salt cakes at DIP.’ Engineer Jerry Branton provided a history of the salt cake issue, which was previously described as finished in Port minutes (5/2/1995: *The salt cakes are GONE, after three and one-half years.*). ‘Exec. D Sherwood discussed the written proposal received from Gary Longfellow for removal of the crane. Mr. Longfellow would like to remove the rails as well.’ Port Commissioners are in consensus on this, ‘the time has come for it to just be gone.’ At Bingen, Port Commissioners accede to a request by Exec. D Sherwood ‘to apply to CERB for funding of a new building,’ which will be used by Mountain Home Biological and Insitu (formalized as Resolution 2-2005 in April). The Mount Adams Loggers Association property is still of interest to an outside developer, and the Port is considering working with them. Port Counsel ‘stated that if the Port could get the same kind of development controls through negotiation with a developer, why buy the property?’

- 02-15-2005 Port Commissioners ‘designate Tenneson Engineering as the Port’s engineer of record.’ PC Deo notes that ‘they have been very helpful lately, especially with providing information from the past.’ Mount Adams Loggers Association (MALA) has been offered \$850,000 for their property, which has been accepted by MALA board members. The Port must now consider exercising their right of first refusal, or opt to work with the developer.
- 03-01-2005 Port Counsel ‘is working on a license agreement for use of Port roads’ at Dallesport by Ross Island Sand & Gravel (RISG). There is a mixture of paved and unpaved roads, and the Port will need assurance that load limits will not be exceeded. The Port will undertake a survey of Port roads, with the intent of passing the cost on to RISG.
- 04-05-2005 ‘The memorandum of agreement with Gary Longfellow of Slim’s Recycling for removal of the crane has been signed. He will begin work on removal in the next week or two.’
- 04-19-2005 ‘CERB has \$74,000 less in grant money than the total amount of grant application requests. CERB staff is hoping that each of the three applicants could accept \$25,000 less in grant money and receive \$25,000 more in loan funds.’ The Building 1E project will move forward, with ‘a Request for Qualifications (RFQ) for architectural/engineering services.’ ‘Exec. D Sherwood reported that Brad Roberts advised her immediately before this meeting that he has withdrawn his offer to Mount Adams Loggers’ Assoc. because every time he talks to them the price goes up.’ At Dallesport, the Pro Beef plant is looking to site at DIP. ‘PC Vinyard expressed that they will have strong negative hurdles to overcome. They will have to sell the community on this project. Smell and noise are but two problems.’
- 05-03-2005 ‘Exec. D Sherwood reported that Thursday, May 19 is the presentation date for the CERB application in Olympia. She has asked for a grant of \$475,000 and a loan of \$525,000 for a 15,000-sq. ft. building. The remaining \$400,000 would come from Port cash and other financing.’ Insitu and Mountain Home Biological are the intended tenants. At Dallesport, the salt cakes are under discussion. ‘Mutual understanding between the Port and DOE as to what testing will be done has not yet been achieved.’ The barge dock crane has been successfully collapsed and tipped.
- 05-17-2005 Aspen Group, represented by Ian Burns and Todd DeWitt, has offered \$1.2 million for the Mount Adams Loggers Association (MALA) property, and will be discussing their plans for mixed use development with Exec. D. Sherwood. The Department of Ecology (DOE) has proposed monitoring wells for the salt cake storage land. Minutes also note that ‘the crane should be completely gone by this Thursday.’
- 06-02-2005 Road improvements at Dallesport are under discussion at a joint meeting with Klickitat County Commissioners. Ross Island Sand & Gravel ‘is interested in utilizing Port roads from the Dennis pit, resulting in the potential for dust.’ This, along with the potential for new tenants at both DIP and Bingen, gives impetus to the need for paving and maintenance. ‘Tenants with ownership at Dallesport pay county taxes for the road department, yet they do not realize a benefit within the industrial park’s road system.’ The Port seeks County participation, whether through ‘a fair share approach,’ or County ownership of roads.
- 06-14-2005 The Pro-Beef plant project at Dallesport has elicited strong opposition, with one community member stating that ‘90% of them were against the project.’ Commissioner Joan Frey had previously cited ‘good support of the project on the (Dallesport/Murdock)

council' (6/2/2005). 'PC Vinyard stated that this project is in the proposal stage; the PC is listening, but no decision has been made.' At Bingen, the Port 'has 60 days to determine if it will exercise its right of first refusal' on the MALA property, which is subject to 'a signed offer between Brad Roberts and the Mount Adams Loggers' Assoc.' Port Commissioners agree with Exec. D Sherwood's recommendation 'that the Port not proceed with the Gorge Harbor Marina project at this time.' The risks are perceived as too great for a small port. 'We have neither the staff nor the money, and to manage such a facility without an income pool is too great a risk.' Steve Tessmer requests the Port Commission to 'sign over the Port's right to the JARPA and HPA permits for the investment he has made in the project,' but the Port is not willing to do this. Port Commissioners are in favor of continuing building at Bingen and second a motion 'to enter into a personal services contract with DSP Architecture...for design and development of Building 1E.' In other Dallesport matters, Port Commissioners accept Mike Smith's offer to assist in the JARPA application process, to place dolphins at DIP, and are informed of the extensive monitoring proposed by DOE for the salt cake landfill. This could become a financial burden on the Port.

- 07-12-2005 At a workshop session, Brad Roberts informs Port Commissioners that 'he hopes to have a development that will have a good return within 10 years,' on the MALA property. Port Commissioners had previously determined that 'there is no assistance available from KC (Klickitat County) to purchase the property.' PC Ford and Deo motion 'to waive the right of refusal contingent upon a signed agreement with Brad Roberts consistent with the signed letter of understanding dated July 5, 2005.' The motion carries (formalized as Resolution 4-2005 on August 2, 2005). 'Exec. D Sherwood suggested taking a look at the Port's master plan to see if it still depicts the vision of the commission, especially in light of the recent decisions regarding the Gorge Harbor Marina project and the MALA property.'
- 07-19-2005 'Exec. D Sherwood reported that Don Struck, KC BOC stated that KC will approve a grant of \$300,000 to the Port for Building 1E (a loan had been requested).' Exec. D Sherwood presents preliminary site plan and layout diagrams for Building 1E, suggesting 'that the new building be 20 feet to the eaves, which would allow for a mezzanine or possibly a second floor.' Port Commissioners reach consensus on this. The PC also adopts the amended Bingen Point Binding Site Plan. At Dallesport, discussions continue with Western Meat Processors (Pro-Beef) for a site, and Riley Bros. asks if the Port is interested in the Groves Building (which Riley purchased in 1990).
- 08-02-2005 The DIP salt cake issue is first on the agenda, with a guest appearance by Don Abbott, from the Department of Ecology (DOE). Monitoring well samples indicated contamination with sodium. 'DOE has determined that the site should be cleaned up and DOE will pay to have it done.' A two-year clean-up is planned, beginning 'with an interim action to provide additional characterization of the site.' DOE offers an estimate of 'approximately \$500,000 to remove the material' (close to 46,000 cubic yards). Weyerhaeuser is 'requesting assignment of their lease to Dallesport Log Yard,' in light of falling timber sales. The Port Commission is 'in favor of the assignment and the increased revenue it would mean to all concerned.' A recent fire at the AmeriGas facility in the DIP resulted in 10 scorched railroad ties and one injured worker. The need for a fire hydrant close to AmeriGas is discussed. At Bingen, the site plan for Building 1E now has 'walls 24 ft. to the eaves to allow for a potential second story.' PC reaches consensus on this, 'if money allows.'
- 08-16-2005 Port Commissioners agreed to a personal service contract ('not to exceed \$11,435') with GN Northern for geotech services related to Building 1E. Jim Riley noted the public

opposition to the proposed meat processing plant at DIP. Wayne Wooster, of Klickitat County Economic Development is ‘the point of contact for the Western Meat Processors project.’

- 09-20-2005 ‘Exec. D Sherwood suggested that since KC granted the \$300,000 to the Port (vs. a loan) that the Port should go to the local market and take out a loan for \$300,000 to \$500,000 to increase the budget for the project.’ Port Commissioners agree ‘to issue a RFP for borrowing \$300,000 to increase the Building 1E budget.’ Port Commissioners also approve a \$12,000 personal service contract with Tenneson Engineering ‘to complete the infrastructure analysis of Bingen Point.’ To take advantage of a barging opportunity at Dallesport, the Port will apply a rock base ‘to the sorting area east of the barge dock.’ Cost of the rock will be shared between the Port, Dallesport Log Yard and the barge company, Transversal.

- 10-11-2005 Port Commissioners approve Resolutions 6-2005 and 7-2005, which apply to execution of documents and a final contract with CERB for Building 1E financial aid. Tenneson Engineering informs the Port that ‘it appears that the (Bingen Point) water system could be looped for approximately \$500,000.’ Brad Roberts has closed on the Mount Adams Loggers’ Association property and is in discussion with the Port on a signed agreement, governing development of the site. At Dallesport, Western Meat Processors informed Exec. D Sherwood of ‘their decision to locate their project at the Port of Morrow.’ A communication from DOE noted that the salt cake landfill site ‘has to be ranked in order to release funds for further cleanup.’

- 11-01-2005 Recognizing the need to pre-load the Building 1e site before the onset of winter weather, Exec. D Sherwood approaches the State Auditor’s office with the suggestion to separate that phase of the project from the as-yet incomplete building drawings and specifications portion. Nestor Newman, of the State Auditor’s office agrees, and Port Commissioners expedite the process by authorizing ‘use of the small works roster to find a contractor for pre-loading the Building 1E site.’

- 11-15-2005 Projected costs for Building 1E are now over \$4 million dollars, a doubling of what was first proposed. To keep costs in line, ‘PC Deo favored not building a second story.’ The Commissioners reach consensus ‘to build what can be built within the current budgeted amount.’ Access is also an issue, with the ‘traffic circle not working as it’s supposed to, due to the angle at which the roads enter it.’ An eventual revision will be incorporated, and the traffic circle may be disposed of. At Dallesport, Port Commissioners approve moving forward on a Memorandum of Understanding for a joint Airport/Dallesport/DIP water system. ‘The PCs main concern is that water for future development and industrial tenants not be restricted.’

2006

- 01-10-2006 L. L. Lindbergh, the low bidder on pre-loading the Building 1E site, is awarded the contract for \$135,999, exclusive of tax. The \$1million dollar grant/loan combined contract with CERB is also approved, as is a personal service contract with DSP Architecture, for \$26,750. DSP will provide work ‘for Building 1E’s schematic design, interior improvements and pre-load work.’ The Bingen Point Binding Site Plan received final approval on November 22, 2005. At Dallesport, the alignment of Ross Island Sand & Gravel’s haul road is approved. ‘Jim Riley suggested that damage to any Port infrastructure be addressed in any future agreement.’ After further discussion with airport management and the Dallesport Water Association, it is understood that the intention ‘was to create an inter-tie with the Port, not to create a municipal water system.’ ‘Exec. D Sherwood signed the MOU after polling the PC via phone.’

- 01-24-2006 The saturated soil condition at the Building 1E site presents a need ‘to install geo-textile fabric as a separation between the sub-surface and the pre-load material.’ Port Commissioners approve \$4,492.00 for this.
- 02-07-2006 Development of DIP is discussed. ‘Exec. D Sherwood reported that she met with Scott Hege of Design Structures, who is preparing the site design for the proposed (Glass Plant) project.’ The local wine industry is interested, as are area agencies and the PUD. Existing rail service would benefit the project, and ‘the PUD infrastructure improvements would be a benefit to the remaining Port property as well.’ The firm of Norris, Beggs and Simpson (NBS) was a guest at the meeting and gave a presentation on marketing DIP. Shovel-ready sites, with infrastructure are a critical need, but Ron Kawamoto, of NBS, ‘felt there was enough ready property to work with.’
- 02-21-2006 Pre-load work at the Building 1E site has been completed. Extremely wet weather posed a difficulty, but ‘de-watering was the key to moving the project forward.’ At Dallesport, a dinner event and tour for the Glass Plant project group was termed a success. Dallesport is in competition with Kalama for the plant.
- 03-07-2006 The Building 1E site is being monitored for settlement during March and early April. ‘They will be able to then tell if the soils have reached maximum compaction and construction can begin.’ A Joint Aquatic Resource Protection Application (JARPA) is in process. ‘Once the JARPA is approved, a building permit can be issued.’ Dallesport matters are of particular interest. Ross Island Sand & Gravel’s haul road is still being discussed and Williams Natural Gas need to move their natural gas pipeline away from the aggregate mining area. Alignment with Highway 197 right-of-way (ROW), either in the ROW or on adjacent Port property is favored. Riley Bros. representatives (Tony and Jim Riley) press the Port Commission for an extension of their operating agreement; although it is not due to expire until March 2007. Riley Bros., in exchange for ‘a 20-30 year agreement on the 50 acres they now occupy,’ would guarantee doubled production (30,000 tons) at \$1.00 per ton. In addition, ‘they would relinquish the non-compete clause which is in the current agreement, and the Port could put the remaining area out to bid to other companies.’ Port Counsel expressed strong reservations, noting the lack of a written proposal, ‘not even a letter.’ Port Commissioners were more receptive and disagreed with Counsel. PC Deo noted that ‘the Rileys have been good tenants for a long time and are an asset to the community.’ Discussion of the need for a Request for Proposal (RFP) to determine the value of the aggregate resource (involving Riley and other bidders) and the desire to support Riley’s continued operation at Dallesport led to the question of how to proceed. ‘PC Deo suggested a two-pronged approach: that the Riley’s research the local market and present a written proposal, and suggested searching for a consultant.’ ‘Exec. D Sherwood stated she would try to find a rock consultant.’
- 03-21-2006 Estimated cost of Building 1E has climbed to \$1,691,100, from the original \$1,372,400 figure. ‘Causes of the increased costs were attributed to the cost of steel and concrete, as well as elapsed time.’ It is decided that ‘a more detailed estimate’ will be needed for the project. At Dallesport, Williams Pipeline is willing to work with the Port on relocation of the gas pipeline. Allocation of the cost of moving is still open to speculation, but ‘the Port has some leverage in that the easement is for only a 50 year period, which expires 10/24/08.’ The Glass Plant project is aided by the presence of the Waste Water Treatment Facility (satisfying SEPA requirements) and a commitment by Burlington Northern Santa Fe (BNSF) ‘to work with community to make this project happen.’ An estimated \$535,000 will be needed for cut and fill on the rail siding, and another \$1.2 to \$1.3 million ‘will be necessary to get the site graded and a rail line extended.’ The

reclamation plan for the Riley Bros. pit is in hand, but does not show the ‘easement that the Port has for the conveyor with Rinker (previously Pacific Rock Products). This is because the easement has not yet been recorded due to the size of the maps, and the uncertainty of the final layout pending Rinker’s two-year due diligence period.’ Riley’s reclamation plan ‘does allow for the conveyor.’

- 04-18-2006 Port Commissioners ‘authorize Exec. D Sherwood to purchase the building and fence on Parcel #39 (DIP) for \$45,000, or to secure a \$5,000 down-payment for an option to buy.’ Rapid Readymix Co. owns the building and fence. The Port has an opportunity to lease the former Groves building to Underground Specialties, LLC. In the interest of reducing building costs for Building 1E, at Bingen Point, Port Commissioners authorize ‘Exec. D Sherwood to direct DSP to re-draw plans as a cost of approximately \$2,500, providing bid alternates.’ Deletion alternatives include ‘reduction or elimination of office areas, the mezzanine, landscaping and parking lot paving.’ May 1 is the target date for completed contract plans and specifications, ‘and construction could begin after permits are secured.’
- 05-02-2006 The price of the Groves building and fence is firm at \$50,000. There is concern over the issue of personal property taxes on the building, but this will be resolved with a satisfactory bill of sale. At Bingen, the Port has been notified that 3.3 inches of settlement occurred on the Building 1E site, ‘mostly in the 1st 38 days.’ The site is now ready for construction. Insitu, the eventual occupant of Building 1E, has grown tremendously in recent times, ‘and they have indicated that they want to stay in this area.’ Klickitat County will honor its \$300,000 grant commitment to Building 1E, without requiring a revised MOU (in light of increased costs), but notes ‘that this was very likely to be the last funding help in Bingen.’ KC urges an emphasis on Dallesport in the future. ‘The Port has been pushing to prepare Dallesport for development.’ The Port is discussing ‘the scope of work for a grading and utility project master plan for Bingen Point,’ with Tenneson Engineering. The proposed cost of \$45,000 may cause the project to be broken up into increments.
- 05-23-2006 The Port will enter into a personal service contract with Sub Terra, regarding DIP development, and ‘Exec. D Sherwood will ensure the Personal Services Contract...will include the Port Commissioners’ recommended tasks into the accepted scope of work.’ This includes better definition for developing ‘a proposal and criteria for a RFP, in essence adding another step prior to Task #3,’ and an explanation of the various Task costs. ‘PC Deo would like to see a percentage of the property set aside for local business to develop. PC Ford said that the Port must also set aside the aggregate that the Port needs for its operations. PC Vinyard pointed out that there are different types of aggregate. Exec. D Sherwood suggested that the Kennedy Jenks grading plan should be incorporated into the Tasks.’
- 06-06-2006 Port Commissioners award the bid for construction of Building 1E to Team Construction, the low bidder, at \$1,873,000. Port Commissioners also approve amending the personal service contract with DSP to account for the \$3,401.25 ‘for work performed for the alternates by DSP and their subcontractors.’
- 07-18-2006 Steve Tessmer has approached the Port on behalf of a proposed Sundoon Village destination resort project at Dallesport. Development of water resources for the resort would involve cooperation with the Port. After presenting information on water rights issues, Tessmer ‘asked for a limited commitment from the Port.’ Port Commissioners, while supportive, are well aware of the Port’s limited resources to assist the project and their potential need for greater water reserves for industrial development at DIP. Tessmer

rephrased his request as ‘a letter only of encouragement at this time. The PCs by consensus agreed to this.’ At Bingen, Port Commissioners agree to award a contract for special testing on Building 1E to PSI, ‘in an amount not to exceed \$10,172.’ All of the fixed costs for the project are in place, and Exec. D Sherwood ‘asked the PC how much money it wants to go for in bonds.’ \$1.4 million is the recommended amount. ‘The rate is expected to be about 5.65%.’

- 08-01-2006 ‘There has been a 3-week delay from the steel building provider, Garco, while waiting for shop plans for the location of the imbeds for the steel building’ at the Building 1E site. ‘The PC decided to omit the option which would allow for mobility and expansion of the east end wall.’ A saving in cost and shop drawing completion time will result. At Dallesport, there is further discussion of the Sundoon Village development. ‘It will be necessary to learn what will happen to the classification of the Port’s water system (if it would become a municipal system).’ The Port has limited capabilities for this. ‘PC Deo supported telling everyone, persistently, that the PUD is the right body to be creating and managing a public water system.’ Verizon has approached the Port about placing a cell tower on Port property at DIP. ‘PC Deo pointed out that this is a good source of revenue.’
- 09-05-2006 ‘Building 1E is progressing well, as the slab and tilts have been poured. The tilts are curing and they plan to lift them on Friday, if there is no wind. The steel building is scheduled to arrive on 9/11.’ The Building 1E lease agreement with Insitu is to be executed on 9/6/06. The amount of the security deposit is at issue, with Insitu favoring 1month’s lease payment, versus the Port’s requirement of 6 months (Washington law calls for 1 year). ‘Counsel Wyers suggested that the Port could agree in writing that the 6 months security deposit may be offset by tenant improvements in an amount of be determined, if approved by the PC.’ At Dallesport, the DOE site assessment of the salt cakes landfill has been completed. ‘The site assessment ranked the site as a 2 (out of 5, with a 1 being the highest risk).’ The high ranking comes as a surprise, and ‘Exec. D Sherwood has asked for the analysis in order to see what factors led to the high rate.’
- 09-19-2006 Work on Building 1E has been delayed, ‘because the roofing is not yet on site, although it should arrive the 1st week of October.’ At Dallesport, Anderson Fruit is seeking a location for their cherry brining operation. Mr. Anderson ‘inquired about an undeveloped site such as Parcel 17, whereas he would blast and level the site at his expense.’ Port Commissioner Ford expressed interest in any excess fill, to be used for Port purposes.
- 10-03-2006 Port Commissioners accept Key Bank’s proposal for bonds ‘in the amount of \$1,100,000.00 for the construction of Building 1E.’ Roofing of the building is in progress. The storage area between Building 1D and Building 1E will be subject to a “License to Use” agreement. ‘Exec. D Sherwood reported she met with Ken Smith and Ray Haynes (Juniper Investment); Randy Salisbury (DSP); and their geotechs to discuss the proposed 11,000 sq. ft. building at Bingen Pt.’ In Dallesport business, ‘AC Construction is very interested in leasing Parcel #34, and they would like to start constructing a fence, and would then build a steel building.’ AC Construction would look at purchasing the property in the future. Port Commissioners ‘directed Exec. D Sherwood to execute the lease with AC Construction.’